



1934-1935 REPORT

BOARD OF STATE HARBOR COMMISSIONERS

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BIENNIAL REPORT

OF THE

Board of
State Harbor Commissioners

PORT OF SAN FRANCISCO



For the Fiscal Years Commencing July 1, 1934
and Ending June 30, 1936

Commissioners:
P. W. MEHERIN, President
JOS. A. MOORE
DR. CELESTINE J. SULLIVAN

GENERAL OFFICES, FERRY BUILDING
SAN FRANCISCO, CALIFORNIA

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Board of State Harbor Commissioners

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SUPERINTENDENT BELT RAILROAD

JOSEPH V. NARDINI

LETTER OF TRANSMITTAL

« »

October 31, 1936.

To His Excellency,

HON. FRANK F. MERRIAM,
Governor of the State of California.

DEAR SIR: In accordance with Section 2537 of the Political Code of the State of California, the Board of State Harbor Commissioners submits herewith its report for the biennium commencing July 1, 1934, and ending June 30, 1936, the eighty-sixth and eighty-seventh fiscal years.

Respectfully,

BOARD OF STATE HARBOR COMMISSIONERS,

P. W. MEHERIN, President,
JOS. A. MOORE,
DR. CELESTINE J. SULLIVAN.



AERIAL VIEW OF THE CITY AND PORT OF SAN FRANCISCO BETWEEN THE GOLDEN GATE AND BAY BRIDGES—THE PACIFIC OCEAN IN THE DISTANCE

THE PORT OF SAN FRANCISCO

By P. W. MEHERIN, President
Board of State Harbor Commissioners



Tonnage figures, financial statements, departmental reports and other factual information bearing on the affairs of the Port of San Francisco should be considered by all the people of the State of California as matters of their particular concern because they have a vested right and a pecuniary interest in this great harbor.

World-famed San Francisco Harbor is the heritage of the people of California by right of discovery. Its development, its business operations and prosperity are of correlative interest to all the people of the State. Directly or indirectly they share in every ship's cargo and every sling of freight that passes over the piers of the Port.

Its affairs are administered by a board of three harbor commissioners appointed by the Governor of the State, and holding office at his pleasure. It is the only port in the United States where all activities, rail and water, are coordinated and harmonized under a single control.

San Francisco Harbor pays its own way, no funds being received from general taxation. It is second among American ports in total value of waterborne commerce, and has a yearly average of approximately eleven million tons of cargo with almost every known product passing through its facilities.

An inland empire contiguous to San Francisco Bay, which is larger than all the states of New England, is tapped by two large, navigable rivers. They flow into the bay, creating a natural outlet by water for the vast and productive hinterland.

SERVES NATIONAL AND WORLD TRADE

The Port of San Francisco enjoys a stability of commerce due to the diversified cargoes received and shipped. In direct proportion as the development of the Pacific Coast unfolded, so have the facilities of this harbor been developed to meet the requirements of commerce. At the Port of San Francisco services are offered by inland water carriers with routes extending into the interior as far as Sacramento and Stockton. Various coastwise lines offer service along the Pacific Coast and call at San Francisco Harbor. A number of intercoastal carriers operate between Pacific

and Atlantic Coast ports, all of them touching at San Francisco. There is regular established steamship service between the ports of Europe, Mexico, Central and South America, the Hawaiian Islands, Australia, Africa, India and the Orient. It is because of this unsurpassed maritime service enjoyed by San Francisco for so many years that California is able to compete in the markets of the world with manufactured goods and agricultural products. Fruits, cotton, grain and other products of the great inland valleys all find their way to the markets of the world by the way of the Embarcadero.

Within recent months we have witnessed amazing changes in the panoramic vista of San Francisco Bay and the Golden Gate. The world's two greatest bridges have altered the perspective. Completion of these colossal spans will be celebrated by the Golden Gate International Exposition in 1939. The site of the exposition is a man-made island now being created in the center of the bay, two miles off the shoreline of San Francisco.

The facilities of the Port of San Francisco had little or no existence so far as present outlines are concerned at the time the first Board of State Harbor Commissioners came into existence in 1863, but nature destined the harbor to be a dominant factor in serving national and world trade.

The great landlocked Bay of San Francisco with its extensive expanse of sheltered deep water, its area of 450 square miles, its 100 miles of shore line and the navigable rivers, the Sacramento and San Joaquin, flowing into the bay from the rich producing hinterland basically lent itself to a great seaport.

It was the construction of the Panama Canal and the inevitable new and progressive era in waterborne commerce that made it apparent to the State's harbor management that extensive betterments of berthing and shipping facilities were imperative.

MODERN PORT FACILITIES

The Port's ensemble of wharves, piers, terminals and commercial shipping facilities virtually as they exist today, have been constructed during the last twenty-five years and are valued in excess of \$55,000,000. Due to its natural advantages and its modern and efficient facilities offering economy and dispatch in the loading and discharging of cargo, the business of the Port has progressed along the lines of sustained development. To San Francisco's splendid natural harbor has been added the finest facilities for the berthing of vessels, the handling of cargo and rail connections coordinating land and water commerce. All the facilities of the Port are valued in excess of \$85,000,000.



NIGHT VIEW OF THE SAN FRANCISCO-OAKLAND BAY BRIDGE, LOOKING TOWARD SAN FRANCISCO

The piers, wharves and terminals are served by the State Belt Railroad which has direct connection with all main line carriers. The Embarcadero, a broad street extending the length of the water front, permits orderly and rapid trucking. The Port has forty-three major piers with connecting wharves. There are also miscellaneous wharves situated along channels and basins. A passenger terminal known as the Ferry Building is situated at the foot of Market Street in the center of the present developed water front area, and special wharves and accommodations provide for the fishing industry. Other facilities include 15 passenger and automobile ferry slips, 6 car ferry slips for the accommodation of car barges and the transfer of freight cars, and 5 terminals, including a refrigeration terminal, grain terminal, banana terminal and 2 shipside terminals for the concentration of general cargo. These facilities in all provide a pier and wharf area totaling 193 acres and 17 miles of berthing space. Total land area under the jurisdiction of the Board, including both reclaimed lands, submerged lands and land devoted to the Embarcadero and other streets, amounts to 1,912 acres. Five miles of the San Francisco water front owned by the State and under the jurisdiction of the Board of State Harbor Commissioners are still available for piers, wharves, channels and industries.

The Port of San Francisco, physically efficient with modern facilities, is well prepared to meet expansion in world trade.

A PORT OF DIVERSIFIED CARGOES

The chief imports through the Port of San Francisco are copra, sugar, coffee, paper and paper products, vegetable oils, iron and steel products, fertilizers, burlap, nitrates, sand, ore, cement, chalk, petroleum products and lumber. The leading exports are petroleum products, canned goods, dried fruit, fresh fruit, lumber, flour, rice, canned and cured fish, explosives, tin plate, barley, paint, machinery, raw cotton, asphalt, fertilizers and zinc.

Twelve million people living in the eleven western states of the Union make contact with the sea lanes of commerce through five principal Pacific Coast ports. San Francisco, because of its strategic location, its fine harbor and modern facilities, is the key port of the Pacific slope.

U. S. ENGINEERS COMMEND PORT

The following extracts are from Port Series No. 12, a report prepared by the United States Board of Engineers for Rivers and Harbors, in cooperation with the United States Shipping Board, issued by the War Department:

"San Francisco Bay is the best harbor on the Pacific Coast and one of the finest in the world. The large sheltered deep water area and a great amount of shoreline offer almost unlimited opportunities for terminal and industrial water front development."

"San Francisco is the only port in the United States where the water front is owned and has been developed by the State, and where, also, the public terminal developments have been connected with one another and with rail carriers by a Belt Line, owned and operated by the State."

"San Francisco is a shining example of efficient control of terminal and interchange facilities. There is no friction, no congestion, no delays at this port. Traffic moves to and from the piers with a smoothness and facility which is noticeably absent at some other ports not adequately coordinated. The flat switching charge between any two points on the Belt Line serves to avoid the overdevelopment and congestion which tends to occur where ports are improperly divided into zones for switching purposes. In this respect San Francisco is an example of efficiency which many ports would do well to emulate."

Among the proposed enterprises to give added commercial impetus to the Port of San Francisco and further encourage foreign trade through the Golden Gate, is the establishment of a foreign trade zone in some suitable location along the San Francisco water front.

In general summary of the activities of the Port of San Francisco, it must be emphasized that shipping is measured in terms of passenger service as well as freight cargoes. San Francisco is the chief West Coast port for travelers to and from Oriental countries, Hawaii, Australia and New Zealand. Due to improved services traffic is increasing between the Pacific Coast and Europe. The flow of travel by ocean lanes between San Francisco and the East Coast of the United States via the Panama Canal has developed to amazing proportions in recent years.

HISTORY

San Francisco Bay was discovered in 1775 by a party of Portola's men from the land side. Portola was at Monterey, the first capital of California, situated on the coast approximately 100 miles south of San Francisco. A few days later the Spanish schooner *San Carlos* sailed north and found the entrance to the great landlocked harbor. This was the first vessel to pass through the "Golden Gate," and anchor in the bay.

Seventy years later little change had taken place in the harbor, and a rocky point extending into the bay at what is now the corner of Broadway and Battery streets was the customary landing place.

The first wharf was built in 1849, the year of the famous gold rush that brought thousands of pioneers to California in search of the precious metal. Hundreds of vessels were anchored in the bay, most of them having been deserted by their crews, who were lured to the foothills of the Sierra Nevada mountains by the promise of untold riches.

Many of the ships were beached and fitted up as stores, restaurants, banks and other places of business. In fact, a great part of the business of the thriving settlement was transacted on these vessels, or on the wharves which were built out over the shallow water of the cove.

During the next few years much of the water front property was acquired by private parties, through lease or purchase, and many wharves were erected by the owners to accommodate the increasing trade.

At that time the water extended inland several blocks beyond what is now the water front line.



SAN FRANCISCO—1846



SAN FRANCISCO—1936

The harbor of San Francisco is the outlet for the products of approximately 70 per cent of the area of the State of California, and cargo moving to and from this vast region to all parts of the world makes up a considerable part of the commerce of this port. Realizing the broad interest in the harbor, the state legislature in 1863 created the first Board of State Harbor Commissioners, and placed the port under state control, where it has since remained. However, it was not until 1871 that the state came into complete control of the water front.

FIRST WATERBORNE COMMERCE

History records that for a quarter century after Lieutenant Juan de Ayala viewed the wooded hills about the bay from the San Carlos' deck, but few vessels found their way in through the Golden Gate. Then one day in April, 1806, the Russian trading schooner Juno, down from the northern settlements of Alaska for supplies of meat and grain, dropped anchor off the shores of Yerba Buena, and San Francisco's first waterborne commerce was under way. It was at this anchorage that the English sloop Raccoon lay when she entered the port in 1816, to hear the news of Waterloo. There also rode the French frigate Artemisia, the first to bring the tricolor into the port, in 1827, and there also lay the sloop San Luis in 1841—the first American warship to fly the Stars and Stripes in San Francisco Bay.

And then on July 9, 1846, the U. S. Sloop of War Portsmouth acclaimed with twenty-one guns from her anchorage at Battery Street when Captain Montgomery hoisted the American flag on the Mexican flagstaff outside the Custom House on the plaza, and San Francisco was transformed from a Mexican pueblo into the nucleus of an American city.

Captain Frederick William Beechey, who came here in the British sloop Blossom, 1826-27, proceeded to make a survey of the harbor and its vicinity. Captain Beechey's chart of San Francisco Bay, and a map of the adjacent country, was subsequently published by the British government and is regarded as the best record now existing of the topography of San Francisco and its environs of a hundred years ago.

EARLY MARITIME RACE

Tall ships from all ports in the civilized world of that period followed to exchange their wares for hides, minerals and other products of California. The discovery of gold was the signal for one of the greatest maritime races in history.

Ocean trade has been one of the mainstays of San Francisco's greatness through the 100 years of its commercial history.

Through the century, tiny barks, clipper ships, whaling craft, slow side-wheelers, tramp steamers, and now the huge electrically-driven liners have brought the world's wares to San Francisco and taken from its waterfront piers the wealth and products of California.

The first steamer to ply in and out of the Golden Gate was the Pacific Mail wooden steamer, "California," which arrived early in 1849.

Although transporting miners and their supplies remained the predominant item in the city's early commerce for many years, first reachings were made toward foreign trade as the gold rush waned. Sailing vessels began to ply the Pacific to China. In 1857 the first steamer went into the China service. It was the Pacific Mail steamer "Colorado."

Iron vessels commenced to arrive on the shipping scene in the seventies. Sail commenced to give way before steam, although it was many years before sail fully yielded and virtually disappeared.

Today San Francisco is linked by a myriad of steamship lines to every port around the globe. Not a business day passes but a score of heavily laden ships come through the Golden Gate to deposit the goods of the world on San Francisco's docks. Not a day passes but an equal number turn their prows to the sea, loaded with the produce of the western United States.



U. S. BATTLESHIP PENNSYLVANIA AND S. S. VIRGINIA BERTHED AT PIERS 37 AND 39



VIEW OF HEAVILY LADEN VESSELS DISCHARGING GENERAL CARGO AT SHED B, PIER 45
PORT OF SAN FRANCISCO



A SECTION OF SAN FRANCISCO'S WATER FRONT AS VIEWED FROM TELEGRAPH HILL

THE BAY BRIDGES



Lavish figures of speech and all of the superlatives of language fail in a comprehensive description of the two greatest engineering feats in history—the San Francisco Bay Bridges. It remains for all who look upon them to evolve their own impressive picture. In the shadows of these mighty enduring monuments many will pause not only to admire, but to ponder these engineering triumphs of modern times.

SAN FRANCISCO-OAKLAND BAY BRIDGE

In considering the two bridges relative comparison may be of aid. The San Francisco-Oakland Bay Bridge is in total length two and one-half times the length of the Golden Gate Bridge, nearly three times the length of the Firth of Forth Bridge in Scotland, and dwarfs such engineering triumphs as the George Washington and Brooklyn bridges and the Ambassador Bridge in Detroit.

The seventy-seven million dollar San Francisco-Oakland Bay Bridge is four and one-half miles in length, with its central anchorage larger than the largest pyramid of Egypt. It is predicted to stand for many years as the longest bridge in the world.

The opening of the San Francisco-Oakland Bay Bridge, announced for November 12, 1936, was hailed in the Bay Cities and elsewhere throughout the Nation. The dream of California pioneers who, in the early days, voiced their conviction that some day a bridge welding the cities of the bay would become a fact, actually has materialized.

The bridge has two decks, the upper deck being provided for passenger automobile traffic and the lower deck containing three traffic lanes for automotive trucks, with provision for two tracks of interurban electric service.

The San Francisco-Oakland Bay Bridge, it must be remembered, was not built exclusively for those residing in the immediate area, but for all the State, by all the State, and it is difficult to visualize just what the bridge will mean in vehicular traffic between all parts of California and San Francisco.

Before the Golden Gate International Exposition opens in February, 1939, two rows of interurban trains will roar beneath upper deck auto traffic and rapid-transit their thousands of passengers to and from the San Francisco-Oakland Bay bridge terminals and the World's Fair island, reclamation of which is now well advanced on Yerba Buena shoals.

DREAM OF BRIDGE COMES TRUE

For many years forward-looking men of California, including Leland Stanford, one of the West's pioneer railroad builders and an early governor of the State, had the vision to foresee the day when San Francisco, girded by an impressive water front, would be linked to the Eastbay cities by giant spans of steel binding them into a metropolitan whole.

The Bay Bridge began to emerge from the dream stage in 1916, when a number of proposals for spanning the bay were submitted at a hearing of the War Department, which had to give its approval. The bridge movement drifted along for ten years during which many proposals were made by individuals seeking a franchise.

In August, 1927, the San Francisco Board of Supervisors declared in favor of public ownership of any such bridge, and in that year leading citizens and organizations laid the problem before the State government. In 1929 came decisive victory in the State Legislature when the California Toll Bridge Authority was created with powers to buy, build and finance bridges anywhere in the State under revenue bonds.

In 1929 San Francisco and Oakland definitely joined forces to prepare a geological survey of the bay. Several plans for a bay bridge had been submitted, but none were thought practical until the engineers engaged in the final survey reported that while the feat was certain to encounter vast difficulties, they were equally certain it could be done.

A high ridge of bed-rock was discovered to lie between Rincon Hill, San Francisco, and Yerba Buena Island in the middle of the bay. It was proposed to build the bridge along this route, tunnel through the island, and then on to Oakland shore. Military and naval authorities approved this project. The problem of financing was made possible by the purchase of revenue bonds authorized by the California Toll Bridge Authority by the Reconstruction Finance Corporation. Actual construction was begun in June, 1933.

SAN FRANCISCO LINKED TO REDWOOD EMPIRE

While agitation for construction of the San Francisco-Oakland Bay Bridge was at high pitch, the people of the Redwood Empire became clamorous in their demands to be connected more closely to the San Francisco metropolitan center. This city, fully conscious of the benefits to be derived from this closer link with the rich counties to the north, joined with them financially for a bridge spanning the world-famed Golden Gate. To this end, ground was broken in January, 1933, for the beginning of work on another vast structure—the Golden Gate Bridge. This majestic span connects San Francisco, at the site of historic Fort Scott, on the edge of the strait, with the Marin shore—4,200 feet across open water.

These daring bridge projects were begun at a time when the country was in the worst of the business recession. The enthusiasm of the people of Northern California, when they realized their dream was about to become a reality swept every obstacle aside. And so the curtain was rolled up on the drama of two of the greatest engineering achievements in history.



THE GOLDEN GATE BRIDGE.—SAN FRANCISCO HARBOR ENTRANCE VIEWED FROM THE OCEAN SIDE

GOLDEN GATE BRIDGE

Through a gateway that is always ajar to admit the very sunset itself, the crosswork of the Golden Gate Bridge is silhouetted. It is the world's longest single suspension bridge—4,200 feet across open water! It is the first bridge ever to be constructed across a major harbor entrance.

Across this famous gateway, high above the moiling water, a mighty steel span of graceful beauty and utility has arisen to connect San Francisco and the Redwood Empire.

The Golden Gate Bridge is a direct link which binds the cities and towns of Northern California more closely to a metropolitan center by a hookup with the Redwood Highway, one of the most scenic routes of the Pacific Coast region. This highway is a long part of the proposed all-Pacific Highway System that will reach from Canada to the Mexican border.

Vessels from all parts of the world laden with passengers and cargo to and from the piers of the Port of San Francisco are constantly passing in and out beneath the lofty span at the entrance to the Bay of San Francisco. Through this wateryway massive battleships parade their might, and across the water, and between the hills that line either shore, great aerial clipper ships roar by in regular service from their San Francisco Bay terminals to Hawaii and the Philippines.

SAN FRANCISCO BAY

San Francisco is the largest landlocked harbor in the world, having an area of 450 square miles and a shoreline 100 miles in length. It is 48 miles long and has a maximum width of 13 miles. Surrounded by high hills and bluffs, it is so thoroughly protected that the annual damage to shipping from storms is practically nil.

The Golden Gate is three miles long, nearly a mile wide at its narrowest part and has a minimum depth of 105 feet. Directly under the Golden Gate Bridge the main channel is about 325 feet deep. Three deep channels connect the open sea with the Golden Gate. The north, or Bonita channel, has a minimum depth at low tide of 54 feet and is more than 2,000 feet wide. In recent years the central, or main channel has been dredged to a depth of 47 feet at low tide. The south channel has a depth of about 35 feet at low tide.

The mean tidal range at the entrance to San Francisco Bay is 3.9 feet. Once or twice a year an extreme tidal range of 8 feet is experienced.

In the Port of San Francisco the depth of the water at pier ends varies from 40 to 80 feet. The largest vessels afloat find no difficulty in berthing at San Francisco piers.

COMPOSITE STATISTICS SUMMARY OF THE TWO BRIDGES

| SAN FRANCISCO- OAKLAND BAY BRIDGE | | GOLDEN GATE BRIDGE |
|---|--------------------------------|-----------------------|
| \$77,200,000..... | total cost..... | \$35,000,000 |
| 23,000 feet (4½ miles)..... | total length..... | 9,200 feet (1¾ miles) |
| 235 feet..... | deepest pier..... | 100 feet |
| 92 x 197..... | largest pier..... | 90 x 185 |
| 51..... | number of piers..... | 5 main piers |
| 518 feet..... | height of towers..... | 746 feet |
| 2,310 feet..... | longest single span..... | 4,200 feet |
| 200,000 tons..... | steel used..... | 100,000 tons |
| 18,500 tons..... | cable wire weight..... | 22,000 tons |
| 70,800 miles..... | cable wire length..... | 80,000 miles |
| 28¾ inches..... | size of cables..... | 36½ inches |
| 17,464 strands..... | number of wires..... | 27,572 strands |
| 1,000,000 cubic yards..... | concrete..... | 254,690 cubic yards |
| 42,000,000 pounds..... | tension in one cable..... | 63,000,000 pounds |
| 249,000,000 pounds..... | cable supporting capacity..... | 430,000,000 pounds |
| 77,000,000 pounds..... | pull at anchorage..... | 126,000,000 pounds |
| 200,000 gallons..... | paint..... | 110,000 gallons |
| 6,038,000 cubic yards..... | excavation..... | 511,000 cubic yards |
| 54,850,000..... | man hours..... | 25,000,000 |
| Autos and trains..... | vehicle facilities..... | Autos only |
| 50,000,000..... | train passengers..... | None |
| Nine, plus two car tracks..... | travel lanes..... | Six |
| July 9, 1933..... | work started..... | January 5, 1933 |
| For vehicle traffic, November 12, 1936..... | completion date..... | May 23, 1937 |
| 1,400 feet..... | length of cantilever span..... | None |

In summation it may well be considered that it required other elements vastly more important in the construction of these two bridges than staggering sums of money and material—the human element, the engineers who labored long over cold mathematical realities, and above all those workmen who faced unflinchingly the hazards entailed in this construction,



MAN O' WAR ROW, THE BAY BRIDGE AND SAN FRANCISCO WATER FRONT FROM TELEGRAPH HILL

THE HARBOR AND THE NAVY

San Francisco's harbor is in a unique position on the Pacific Coast of the United States in that it is the only large landlocked harbor with deep water approaches throughout the hundreds of miles of coastline where nature has provided a haven for an unlimited number of ships of any size or draft, and with rail and air communication to all parts of the country.

There are few harbors in the world that equal, or even approach that of San Francisco in variety and vastness of its natural resources for the accommodation of a naval and commercial fleet.

The Navy and the Port of San Francisco have been very closely associated from the very beginning of the development of this important harbor. The first recorded visit of United States naval vessels was in 1841, when an exploring expedition under Lieut. Charles Wilkes, U. S. Navy, with a fleet of six vessels, visited San Francisco Bay and made a partial survey of the bay and rivers.

From the time of the founding of the city to the present time naval vessels found San Francisco to be an invaluable base for outfitting and a delightful port of visit for pleasure and recreation.

A recent appraisal of naval activities in the San Francisco Bay area gives an estimated "Fair Market Value" of about \$23,500,000 for the Navy's investment in this region, with an average year round employment of about 6,000 men. This, of course, includes the activities of Mare Island Navy Yard.

The necessity for a naval air base in San Francisco Bay has been pressing for some time. Plans for the naval air station in the bay area are progressing. The actual work of development on the site now awaits the completion of the layout studies and the appropriation by Congress of approximately \$15,000,000 for the work.

Naval authorities are agreed that the principal naval development now required in the San Francisco Bay area is a Fleet Supply Base. A tremendous quantity of supplies for the vessels of the Fleet and for United States naval contingents across the Pacific are purchased in this locality, or shipped to this locality from other parts of the country, for storage and shipment.

Favorable action by Congress on such a measure is looked for. The completion of this proposed \$12,000,000 Naval Supply Base, with the completion of the proposed \$15,000,000 Naval Air Base, and the continuation of other naval activities in San Francisco Harbor will make this Bay a genuine and extremely valuable Naval Operating Base.

HISTORICAL

Mexican rule in California terminated in 1846. On July 9 of that year, Captain John B. Montgomery, in command of the United States sloop of war "Portsmouth," landed a force of 70 sailors and marines on the beach of San Francisco and took possession in the name of the United States. On January 3, 1847, Lieutenant Bartlett, as mayor, issued an ordinance proclaiming the name of the town was thereby changed from "Yerba Buena" to "San Francisco."

The names of naval officers who participated in the early development of San Francisco are perpetuated in some of the city's streets and monuments, with those of other pioneers.

Portsmouth Square on Kearny Street, between Clay and Washington, was named after the naval vessel "Portsmouth" from which the force was landed that hoisted the United States flag and took possession in the name of the United States of America.

Montgomery Street is named after the captain of the "Portsmouth." Stockton Street and the City of Stockton are named after Commodore Stockton, early-day commander of the Pacific Squadron and military commander of California for a short time. He relieved Commodore Sloat, after whom Sloat Boulevard is named. Dupont Street is named after Captain Samuel Dupont. Powell and Beale streets are also supposed to be named for naval officers of pioneer days.

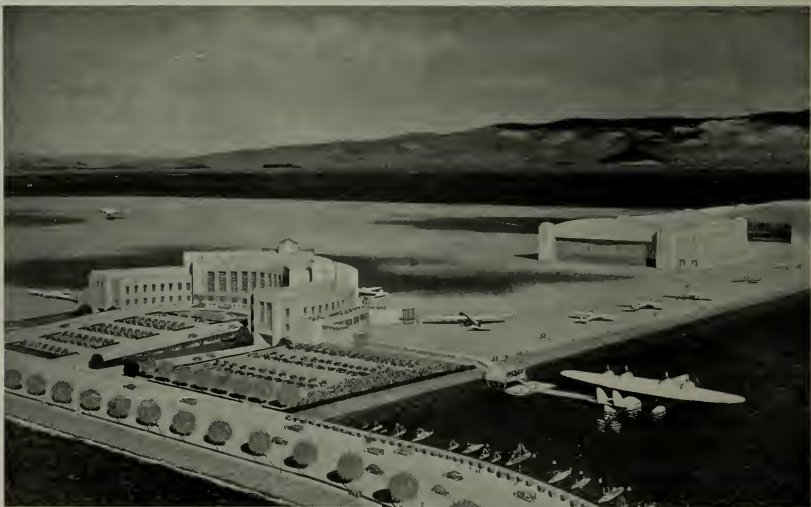
The names of Sloat, Stockton and Shubrick appear on the James Lick Monument at San Francisco Civic Center, together with the early navigators, Cabrillo and Drake, and the early Spaniards Portola, Castro, Vallejo, and Serra, and our own pioneers, Fremont, Larkin, Marshall and Sutter.



U. S. BATTLESHIP OFF SHORELINE OF SAN FRANCISCO



AIRVIEW OF CLIPPER SHIP OVER SAN FRANCISCO BAY, STARTING ON TRANSPACIFIC FLIGHT
THE CITY'S WATER FRONT AND BUSINESS SECTION IN BACKGROUND



VIEW OF SAN FRANCISCO'S AIRPORT, SEAPLANE BASE AND PERMANENT BUILDINGS ON MID-BAY SHOAL LAND
THIS GREAT LANDING FIELD AND AIR TERMINAL REVERTS TO THE CITY
AFTER THE 1939 WORLD'S FAIR

THE CLIPPER SHIPS



The Pacific has been bridged commercially by air. Pan-American officials declare that airplane transportation across the greatest ocean has been proven practical.

Inauguration of commercial air passenger service over the transpacific route to the Orient in October, 1936—the world's first transocean airplane service for passengers—climaxed nearly six years of intensive preparation by the Pan-American Airway System. It cost \$5,000,000 to get the air route ready.

Of the six years, eighteen months represented actual transpacific flying, dating from the first transport crossing by the pioneer Pan-American Clipper from San Francisco to Honolulu, April 16-17, 1935.

Radio stations, piers, docks, channels, quarters for airport staffs, and all the necessities of life were installed at outposts. Complete operating bases were set up in Honolulu, in Guam, and in the Philippines. The first ocean-weather service for airplanes was established. A spectacular new ocean-spanning radio guide for the Clippers was perfected and installed.

In August the Pan-American Clipper made the first through flight from the United States to Wake Island and return. In October, the trail blazer went through again, this time to Guam, 6,600 miles from the California base and returned, reporting the airway ready to the last stretch. Then, on November 22, 1935, the China Clipper took aboard the first United States ocean air mail and made a triumphal flight across the 8,200 mile course to Manila and return.

During September, 1936, officials of the Aeronautics Branch of the Department of Commerce completed their exhaustive tests and inspection of the route and the flying equipment. Acting upon that report the Department of Commerce gave its official approval to the route and service and authorized the carrying of passengers.

New transportation history is being written. It is believed in informed aeronautic quarters that aerial trade routes of the Pacific within the next few years will surpass any yet accomplished.

Pan-American Airways is not the only organization recognizing the rich fields of trade offered by the Orient. According to news reports from Hong Kong, Imperial Airways of Great Britain have made several survey flights from Sumatra to Hong Kong.

Rumors are to the effect that KNILM, the Dutch line, are negotiating with the new Commonwealth of the Philippines for extension of their lines from Batavia to Manila.

It is said that Japan Air Transport is contemplating expansion from Tokio south along the mandate islands to the Philippines. It is also understood that the Aeronautics Branch of the Department of Commerce is making a study of Baker and Jarvis Islands as part of a survey for a proposed service from Honolulu to New Zealand.

AIRPORT TERMINALS

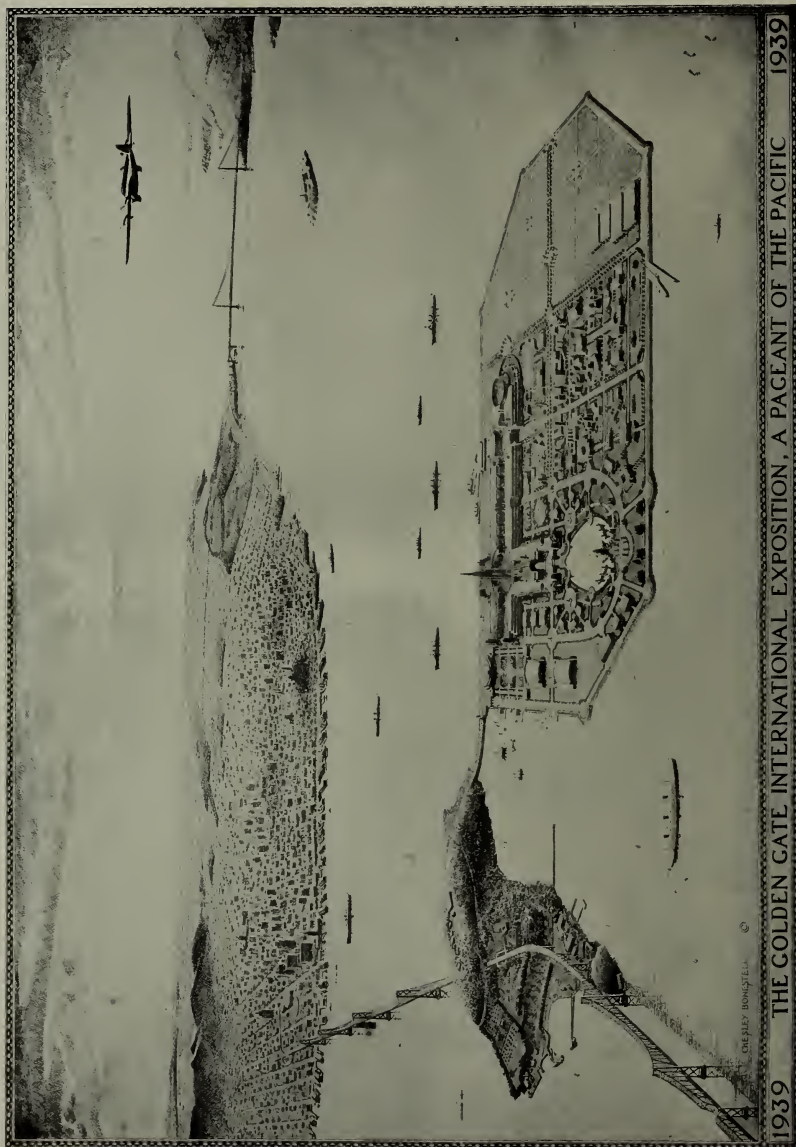
Four modern air terminals in the San Francisco Bay Area are within thirty minutes from the heart of San Francisco. The San Francisco Airport is twenty-five minutes from the central down-town section. Coastwise, national and transpacific air routes focus at San Francisco. The city's great new municipal airport now under construction on Yerba Buena shoal will be opened in 1940.

The first buildings being constructed on the site are a \$715,000 airport terminal and two hangars, costing \$400,000 each. Ground breaking ceremonies for the start of this work took place August 21, 1936.

The airport terminal is semi-circular in shape, three stories high, and built of concrete and steel. It will be used as the Administration building during the Exposition. The first floor will contain offices and reception rooms; the second floor will contain a dining room, additional offices and social rooms, and the third floor will contain a weather station and airport control rooms.

Around the outside of the second floor will be a 19-foot wide observation platform for the use of the public. A semi-circular driveway runs the full length of the basement, which will contain a post office, express office, 150-car garage and the mechanical equipment of the building. Space is provided also for a customs office to handle the foreign passenger traffic at the airport.

Architectural plans for the Exposition show a double row of exhibit palaces, running on two axes, at right angles, with a large lagoon and tower on the eastern edge of the site. The exhibit palaces will be entirely artificially lighted and air-conditioned. All courts and areas in which visitors will congregate will be in the lee of the high walls of the buildings.



1939 THE GOLDEN GATE INTERNATIONAL EXPOSITION, A PAGEANT OF THE PACIFIC 1939

GOLDEN GATE INTERNATIONAL EXPOSITION

Foreign trade is so closely identified with the concepts and objectives of an international exposition, it is important that it play a leading role in the 1939 World's Fair, at which San Francisco Bay cities and California will play host to the leading nations of the world.

While expositions have a definite value in the perpetuation of international accord, and are attuned to the themes of world amity and international goodwill, they are also important as mediums of trade promotion.

In the palace that will rise on the 1939 Golden Gate International Exposition island, now being reclaimed on Yerba Buena shoals, there will be exhibits of agricultural products, the processed and manufactured articles and commodities, and the handicrafts and works of art from every country on the globe.

However, the inspirational and dominating objective of the forthcoming Golden Gate International Exposition is to appropriately mark and celebrate the completion of the world's two largest bridges across San Francisco Bay, the inaugurations of transpacific air service, and the progress of nations bordering the Pacific.

The Golden Gate International Exposition, the first held in this region since 1915, when the Panama-Pacific International Exposition marked the completion of the Panama Canal, will open February 18, 1939, and continue for 288 days to December 2, 1939.

The site of the Exposition is a man-made island of 400 acres in the center of San Francisco Bay, midway between San Francisco and Oakland, on shoal land located just north of and adjoining Yerba Buena Island.



AN ARTIST'S CONCEPTION OF THE GOLDEN GATE INTERNATIONAL EXPOSITION—AS VIEWED IN 1939
THE SITE IS A MAN-MADE ISLAND, BEING CREATED IN THE CENTER OF SAN FRANCISCO BAY

The Exposition will be a \$40,000,000 project. Of this amount, \$6,250,000 has been provided by the United States Government through WPA and PWA grants, and \$7,500,000 is being raised through private subscriptions. The remainder will be provided through admissions, exhibits and concessions. An attendance of between 15,000,000 and 20,000,000 is expected during the Exposition period.

The site of the Exposition is two miles off the shoreline of San Francisco and is located in the geographical center of a population of 1,785,000. It is also the focal point of Western commerce for 12,000,000 population of eleven western states.

After the Exposition, the 400 acres of shoal land that is being filled in will be used for a modern municipal airport and sea plane base, owned and operated by the City and County of San Francisco.

Illuminating plans are now being completed to make the Exposition the most spectacular in history. Landscaping of the Exposition will cost \$500,000, with trees, plants and flowers now being grown in preparation for transplanting.

SEE PLATE ON OPPOSITE PAGE

This is the first official view of the Golden Gate International Exposition Island, as it will appear in 1939. The view is from the shore of Yerba Buena Island, looking north.

In the immediate left foreground is a 110-foot causeway, serving as a boulevard approach from the San Francisco-Oakland Bay Bridge. At the right is Exposition Harbor, 1500 feet wide and 1400 feet long, which will be used for marine regattas.

The Exposition Administration Building which will serve as a future airport terminal, is the first building to the right of the roadway. The main entrance to the Exposition is half-way up the boulevard, with the Exposition ferry terminal beyond.

To the extreme right are two airport hangars which will serve as exhibit places, and behind the hangars is the Lake of All Nations. Central unit of the two major axes of the Exposition exhibit places is the 300-foot Exposition tower in the center of the painting, made by Chesley Bonestell, Berkeley artist.



MODERN 'ROUND-THE-WORLD LINERS FIND AMPLE DEPTH OF WATER AND BERTHING SPACE
IN THE PORT OF SAN FRANCISCO—VIEW OF GLOBE-GIRDLER ALONGSIDE PIER 37



CANNED PINEAPPLE SHIPMENTS MOVE IN HEAVY VOLUME THROUGH THE PORT OF SAN FRANCISCO
SCENE AT PIER 7

The Exposition site will be reached over a six lane highway connecting the site with the San Francisco-Oakland Bay Bridge, and also by ferries from San Francisco and Oakland (approximately 10 minutes' traveling time). Ample parking space for normal attendance is provided.

Ideal weather conditions prevail at the site. Government records show an almost complete absence of fog and rain during the months the Exposition will be held, and average wind velocity of only six miles an hour.

The Exposition will be in sight of both bridges and directly connected with the San Francisco-Oakland Bay Bridge.

The San Francisco Bay Exposition, Inc., which will operate the Exposition, is a private, non-profit company of civic, business and financial leaders of the San Francisco Metropolitan Area.

The City of San Francisco, which owns the shoal lands, has leased the property to the company for Exposition purposes, and the company will act as official agent of the City and County of San Francisco in the administration of Federal funds to be spent on the project.

The Exposition will be international in scope. Its theme will be modern developments in transportation and communication as symbolized by the bridges, by the transoceanic air services and the progress in radio and television. Participation of foreign countries, particularly those around the Pacific and Central and South America, is being arranged. The unique location of the Exposition makes it possible to have merchant and naval vessels from every nation in the world actually a part of the Exposition, anchoring alongside the Exposition or tying up at the piers. Because the Exposition grounds will later become one of the most centrally located and busiest airports in the world, aviation activities and developments will also be a dominant feature of the celebration.

WESTERN ENTREPOT OF AMERICA

The Port of San Francisco is situated at latitude $37^{\circ} 48'$ north, longitude $122^{\circ} 25'$ west, and is located in Central California on the west coast of the United States, almost midway between the Canadian and Mexican borders.

Jurisdiction of the Board of State Harbor Commissioners extends over all the bay front within the City and County of San Francisco except that portion on the extreme western end, fronting the Presidio and Fort Mason, which is owned and occupied by the United States Government. Contiguous to the water front and under the jurisdiction of the board is the Embarcadero, a 200-foot thoroughfare paralleling the water front line for a distance of approximately ten miles, the northern half of which is fully developed. There is also considerable industrial land adjacent to the water front which is under the board's control.

Shipping men the world over recognize the Port of San Francisco as one of the most important on the American continent. It possesses vast area of deep water and unexcelled facilities for expeditious, economical and safe handling of both incoming and outgoing cargoes.

The strategic position of the Port of San Francisco in the Pacific has fixed its prestige in maritime affairs and commerce. It has been famed among navigators for more than a hundred years as one of the three greatest natural harbors of the world.

The poetic history of San Francisco Harbor, with its glamour, romance and beauty, has been written and rewritten indefinitely since its discovery by Portola's missionaries in 1775, yet it seems never to lose its descriptive charm.

The old-timers when they named the entrance to the harbor, Golden Gate, had a right to be enthusiastic about the harbor they had found, and which other keen-eyed discoverers of Spain and England had sought, and passed by.

The foreign and domestic cargo story of the Port of San Francisco is so general and diversified in actual summation as to be bewildering in detail. It runs up and down through a vast array of commodities imported and exported, inbound and outbound foreign and intercoastally, as to make up a well balanced trade of staggering collective values.



VIEW OF HUGE LINERS BERTHING AT SAN FRANCISCO PIER



VIEW OF ONE OF THE LOCOMOTIVES OF THE STATE BELT RAILROAD ON THE EMBARCADERO
BAY BRIDGE APPROACH ABOVE



ONE HUNDRED FIFTY THOUSAND CASES OF PINEAPPLES IN TRANSIT SHED AWAITING FORWARDING

TRANSPORTATION



San Francisco is the rail and water terminal for three transcontinental railroads, the Southern Pacific, Western Pacific, and The Atchison, Topeka and Santa Fe, and numerous local lines.

Steamship lines send transpacific, transatlantic, coastwise, inter-coastal and round-the-world liners to this port. River craft and other vessels reach up to the Sacramento and San Joaquin valleys via the two respective rivers.

The transporting of passengers and mail by air has been gradually increasing during the last decade and service to all points on the American continent, as well as transpacific service to Hawaii and the Philippines by means of the clipper ships, is available from San Francisco.

A network of highways soon to be augmented by the two bay bridges provide rapid automotive transportation into San Francisco. These modern highways are developing a very important form of transportation in the way of motor passenger bus and truck transport service. It is an industry that has within the last few years moved into a major position in the total number of passengers and total cargo tons carried. In relation to the San Francisco area the routes of these motor caravans of trade radiate to the north and south along the coast, and also to all interior and eastern points.

STATE BELT RAILROAD

Few harbor improvements are more sought by all ports than the bringing of ship and railroad car close together, side by side, if possible, so as to promote dispatch and economy in transferring freight. This modern trend finds one of its best exemplifications on the San Francisco water front.

The development and extension of the State Belt Railroad's switching system has kept pace with pier development, so that the Port of San Francisco undoubtedly now has the most complete harbor belt line railroad switching system in the country.

The Belt Line is located on the Embarcadero, a marginal thoroughfare 200 feet wide, located behind the great seawall. The system is intended and is used to connect up, for switching of freight cars, the various piers, car ferries, the yards of transcontinental and shortline railroads, the State's harbor terminal warehouses, private warehouses and industries generally along the water front. The road handles an average of 450 freight cars daily.

The first section was constructed in 1890, starting from the old freight ferry slip at the foot of Lombard street and running thence to Powell street on the west side and Pacific street on the southeast.

Its total length was about a mile and it was a three rail track, so that narrow gauge cars could be hauled as well as standard gauge. The rails were light and the pavement between the rails was plank. The whole system was primitive, but it served a good pioneer purpose and at the time proved an invaluable aid to freight traffic.

U. S. TRANSPORTATION DOCK EXTENSION

But the Belt Line kept abreast of pier construction and other developments. The completion of the Belt Line extension to the United States Transport docks, through the concrete tunnel to the Fort Mason military reservation, was accomplished in 1914. The line later was extended to the Presidio military reservation.

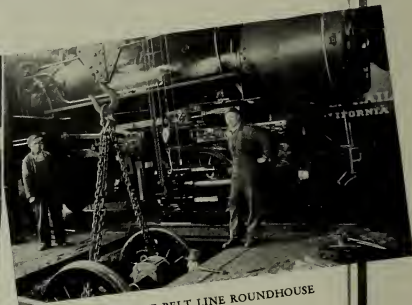
During the last biennium the Belt Line has been extended across the bridge at Channel Street, affording direct rail connection between the harbor piers north and south of the channel, adding some fractional mileage and giving the State-owned railway a total of something over 66 miles.



WHERE RAIL AND WATER MEET—CAR FERRY SLIP AT PIER 43, PORT OF SAN FRANCISCO



VIEW OF STATE BELT RAILROAD FREIGHT TRAIN PASSING THE FERRY BUILDING

SCENE AT THE BELT LINE AUTO
TRANSFER TERMINAL

GLIMPSE INTO THE BELT LINE ROUNDHOUSE



WHERE THE BELT LINE COMES DOWN TO MEET THE SEA

The extension of the road across the Channel not only offers parity service to piers south of the Channel with those to the north, but is a step forward in possible future extension of the harbor service railway, over land owned by the State or right of way to be acquired, to the Islais Creek district and as far south as the San Mateo county line.

AUTO DOCK SERVICE

One of the best customers for State Belt Railroad service, from a standpoint of volume, is the automobile unloading platform on North Point Street, San Francisco.

This industry is located on an industrial spur of the Southern Pacific Company, but is used by all of the standard roads for the purpose of unloading new automobiles for the account of San Francisco dealers.

The business over these platforms is increasing steadily and now represents one of the largest single sources of revenue to the State Belt Railroad.

During the twelve-month period from November 1, 1935, to October 31, 1936, a total of 3,694 carloads of automobiles were spotted and unloaded at this platform. This service was solicited and is maintained upon the promise and delivery of first-class service.

Cars are spotted at the "Auto Dock" within thirty minutes from their time of arrival on the tracks of the State Belt Railroad, or from the time switching order is filed with the Belt Line.

BELT RAILROAD A MAJOR FACILITY

One of the unique and most important features of the Port of San Francisco today, and one that distinguishes it from practically every other great port on the western continent is the efficiency of the Belt Railroad, so-called, whereby every pier and practically every berth alongside is connected directly with the railroad systems of America.

By means of this highly important facility, goods may be unloaded from the ship's side in San Francisco, trucked into the waiting freight cars and switched off on a railroad journey to Mexico or New York without further transfer.

Twice daily, and some times oftener, long strings of freight cars in transit between wharves, piers and car ferry slips north and south along the Embarcadero, are trundled by Belt Line locomotives in front of the Ferry Building in close-up view. While the parade of box cars, "loads" and "empties," slowly file past, scurrying throngs of commuters and tourists who have been detained for the moment, take advantage of the enforced pause for an interesting reading of names of railroad systems to which the cars belong. The freight cars come from far and wide throughout the continent.

The Belt Railroad encircles the water front, and connects the wharves not only with the continental lines, but also with all adjacent industrial centers. The Belt Line is an indispensable factor in car-barging operations on the bay, which is an important industry by itself.

The idea of such a railroad was first officially mooted by the Harbor Commission in 1873, but it was not until 1889 that a law was passed authorizing its construction. It was a small affair in 1890 when the first unit was built, and operated at loss. It did not extend far enough to afford other than the most limited facilities of a mile of track and one locomotive.

Despite the discrepancy, there were certain circles whence persistent protests were made that the Belt Railroad was a potential source of immense revenue to the State. As a matter of fact, the total revenue from the Belt Railroad during the year ending June 30, 1892, was \$17,480.

But, year by year, the Belt Railroad was extended as the business of the Port of San Francisco increased. Between 1897 and 1900, traffic on the Belt Railroad increased 73 per cent and the line was really making a profit.

It was not until 1912, however, that the line was eventually carried across the foot of Market Street in front of the Ferry Building, thus linking up the entire commercial water front of the city with the railroad systems from the north and south, and from across the continent.

During the decade from June 30, 1926, to June 30, 1936, the average yearly revenue of the State Belt Railroad has been about \$400,000. During that period the line handled about 1,500,000 cars.

THE HARBOR'S INVISIBLE SEAWALL

The great seawall behind which the present water front land of San Francisco was filled, and about which we have all heard but possibly have never seen, is really a wall—a very sturdy wall. Construction was started in 1867. It was built in sections and today extends along the city-front shoreline from the foot of Hyde Street to the Channel, and thence south to Central Basin. The great barrier follows a course about four miles long.

A channel from 60 to 100 feet wide was dug into the mud to a depth of from 20 to 45 feet below mean tide level. Huge rocks were dumped into the trench and allowed to settle to hard bottom. Then concrete 2 feet thick and 13 feet across was placed on top of the rock and a wall of solid masonry 7 feet 3 inches wide at the bottom and 9 feet 8 inches high was constructed on the concrete. This general plan was followed in early sections of the seawall, but construction plans were readjusted somewhat as the wall was extended section by section. The last two sections, south of the Channel, were completed in 1913. Since the fire of 1906, all new construction and reconstruction work upon the seawall has been of concrete.

Though it was originally suggested that the rock for the early-day sections of the seawall should be brought down from Sacramento or Folsom, a task that would have involved an enormous expense, it was found upon experiment that the rock from Telegraph Hill or from Sheep Island, off Point Richmond, would excellently serve the purpose. Court action stopped the gougings from Telegraph Hill, and thereafter a million tons of rock were stripped off Sheep Island and deposited in the seawall.



SCENES IN
THE HEART OF THE HINTERLAND
CONTIGUOUS TO
THE PORT OF SAN FRANCISCO

VIEWS OF
DECIDUOUS FRUIT CULTURE
IN NORTHERN CALIFORNIA
VALLEY REGIONS



A TYPICAL AGRICULTURAL SCENE IN CALIFORNIA'S GREAT INLAND EMPIRE

THE INLAND EMPIRE



The Port of San Francisco is the only combined river and bay port on the Pacific, and in volume of commerce is the outlet to the markets of the world for an inland empire larger than all the states of New England—a State-owned port that is the ocean trade gateway for a vast, rich and growing hinterland to which it is essentially related.

The inland waterways tonnage over San Francisco harbor piers in 1936 was 4,192,650 tons. Through the Port of San Francisco the products of the extensive areas of California's valleys find their way to the markets of the world.

Of the fifty-eight counties in California, twenty-two comprise the great agricultural empire, about 425 miles in length and from 30 to 50 miles in width, drained by the Sacramento and San Joaquin rivers, navigable streams that empty into San Francisco Bay.

The gross farm income from field, fruit and vegetable crops, and from live stock and live stock products in California during 1935 amounted to \$572,146,000 according to research reports.

Fifty-three per cent of the State's total crop value, and 77 per cent of the live stock value on farms, are attributed to the area of California, contiguous to San Francisco.

The Santa Clara Valley, directly on the south of San Francisco, is prominent in the production of prunes, apricots, cherries and pears, and is one of the most intensive fruit production areas in the world. The Sonoma and Napa valleys on the north are rich in fertility: prunes, apples, pears, table grapes and wine grapes are among the leading fruit crops. The region is also widely known for poultry products.

The Salinas and Pajaro valleys, and the area immediately adjacent to San Francisco Bay, produce a wide range of field, fruit, vegetable and grain crops, and are also important stock and poultry raising centers.

The Sacramento Valley northeast of San Francisco, is 175 miles long and from 30 to 40 miles wide and contains 2,900,000 acres of agricultural land on the valley floor and 2,300,000 acres in its marginal plains and foothills. About 1,000,000 acres in the valley are now under irrigation. These acreages have been growing rapidly.

The San Joaquin Valley, east and south of San Francisco, is 250 miles long and 40 miles wide and comprises the largest continuous block of agricultural land in the State, or about 8,400,000 acres. One-half of all the lands now under irrigation in California are in the San Joaquin Valley.

These great inland valleys draining into San Francisco Bay contribute immense volume and numerous varieties of fruits, vegetables, field crops and live stock. Deciduous and citrus fruits, nuts, olives, cotton, truck crops, and grains, including rice, predominate. Cattle, sheep, swine and poultry are raised in abundance.

The territory tributary to San Francisco is also of considerable industrial importance and many of the commodities utilized by and shipped from these industrial plants are routed through San Francisco.

CANNED AND DRIED FRUIT EXPORTS

Comparing the total United States exports of canned and dried fruit with the total exports of these commodities from San Francisco Harbor during the period 1926 to and including 1935, and it is found that this harbor accounts for an average of 63 per cent of the canned fruit and 70 per cent of the dried fruit.

The total declared value of canned and dried fruit exports from San Francisco Harbor during 1935 was \$35,366,458.





THIS IS A TYPICAL SCENE IN ONE OF NORTHERN CALIFORNIA'S LARGE CANNERIES
SHOWING WORKERS PREPARING PRODUCTS FOR THE WORLD'S MARKETS



A GENERAL VIEW OF ONE OF THE LARGE OIL REFINERIES, LOCATED
CONTIGUOUS TO THE PORT OF SAN FRANCISCO

The value of exports of dried and canned fruits through the Port of San Francisco, presents a factor of material importance to the development of San Francisco and the Bay area as well as the various canneries and packing houses located in this State.

California is the largest fruit producing area in the world and leads all other countries in quantity and quality produced. The total area planted in fruit is approximately 1,600,000 acres, or the equivalent of a combined orchard and vineyard one mile wide and extending from California across almost the entire United States. This area serves as a fruit bowl for European countries, and to a smaller extent for the rest of the world.

CALIFORNIA BRANDS

California supplies three-fourths of all the canned fruits and about 90 per cent of dried fruits exported from the United States.

Exports of canned fruits from the United States during 1935 are given in the following table and show the relative importance of various foreign markets, particularly the United Kingdom.

| Exports Canned Fruits—1935 (Cases)* | |
|-------------------------------------|------------------|
| United Kingdom..... | 6,366,728 |
| France..... | 85,772 |
| Germany..... | 73,240 |
| Irish Free State..... | 81,958 |
| Belgium..... | 70,599 |
| Sweden..... | 55,586 |
| Netherlands..... | 51,674 |
| Canada..... | 42,996 |
| Other Countries..... | 337,682 |
| Total..... | 7,166,235 |

*Stated on an equivalent 2½-can basis.

The following table shows the relative importance of each country as a consumer of California dried fruit. The table gives the total export from the United States during 1935.

| Dried Fruit Exports—1935 (Tons) | |
|---------------------------------|----------------|
| United Kingdom..... | 49,009 |
| France..... | 32,998 |
| Germany..... | 18,840 |
| Belgium..... | 7,509 |
| Netherlands..... | 14,375 |
| Sweden..... | 19,889 |
| Canada..... | 16,041 |
| Other Countries..... | 43,315 |
| Total..... | 201,976 |

California's extensive foreign trade in its principal products has resulted in bonds of mutual dependence being established between California producers and foreign customers.

INLAND WATERWAY TONNAGE

The great agricultural empire drained by the Sacramento River and the San Joaquin River and tributary streams contributes a very large part of the total tonnage of the Port of San Francisco. During the ten-year period, 1927-1936, inclusive, the inland waterway cargo tonnage that passed over the piers of this port made up the enormous total of 45,337,479 tons. The following table shows the tonnage by years:

| | |
|-------------------|-------------------|
| 1927..... | 4,637,621 |
| 1928..... | 4,372,222 |
| 1929..... | 4,657,884 |
| 1930..... | 5,561,929 |
| 1931..... | 5,396,295 |
| 1932..... | 4,461,869 |
| 1933..... | 3,950,744 |
| 1934..... | 3,957,603 |
| 1935..... | 4,148,662 |
| 1936..... | 4,192,650 |
| Total..... | 45,337,479 |

Six rivers are tributary to the Sacramento River and twelve streams run into the San Joaquin River, all flowing into the Bay of San Francisco.



GENERAL VIEW OF PIER 45, PORT OF SAN FRANCISCO. PROPOSED LOCATION FOR FOREIGN TRADE ZONE



TYPICAL CARGO SCENE OF INTERIOR OF ONE OF THE HUGE TRANSIT SHEDS AT PIER 45

FOREIGN TRADE ZONE



Outstanding among the new enterprises to give added commercial importance to the Port of San Francisco and further encourage foreign trade through the Golden Gate, is the proposed establishment of a foreign trade zone.

Foreign trade zones in the United States as provided for in the new Federal law are similar in principle, in many respects, to areas which have long been established in foreign countries. The essential function of such a zone is to facilitate transshipment and reconsignment trade.

Application for a grant to set up and operate such a zone in the Port of San Francisco has been transmitted by the Board of State Harbor Commissioners to the Foreign Trade Zones Board in Washington, D. C.

Following the passage of the foreign trade zone act by Congress in 1934, and the enabling measure passed by the Legislature of the State of California some months later, the Harbor Commissioners began an intensive study of the Federal rules and regulations governing such a zone, and the possible benefits that might accrue to the port by the establishment of one.

In support of the application for a foreign trade zone charter it was necessary to submit a vast amount of detailed information and many exhibits relating to the subject as applied to this port, hence the Harbor Commissioners

ordered a comprehensive economic and engineering survey. Hundreds of shippers, especially those engaged in foreign trade, were circularized to get their reaction to the proposed plan. The response was virtually unanimous in favor of setting up such a facility in this port. The survey indicated that the Port of San Francisco, because of its strategic location, its sound, sustained shipping connections in world trade, its cosmopolitan character and other advantages, provided an ideal location for the project.

"Free ports," a term familiar to shipping men throughout the world, have been successfully operated in European countries for hundreds of years. However, it is a new maritime venture in the United States, although it has been periodically advocated for a quarter of a century.

Following are some of the Federal requirements and suggested advantages in connection with the establishment of a foreign trade zone set forth by the Secretary of Commerce, chairman of the Foreign Trade Zones Board:

1. A foreign trade zone must be set up as an isolated, enclosed, policed area, under the supervision of a designated board of Federal officials, operated as a public utility by a public or private corporation, in or adjacent to a port of entry.

2. The zone must be furnished with necessary facilities for loading, unloading, storing and manipulating, but not manufacturing merchandise.

3. Within the segregated area, merchandise may be unloaded, stored, broken up, repacked, assembled, distributed, sorted, graded, cleaned, mixed with foreign or domestic merchandise, and otherwise manipulated and exported.

4. Foreign merchandise may be sent into customs territory therefrom in the original packages or otherwise for domestic use or consumption, but it is then subject to the laws and regulations affecting imported merchandise.

5. Foreign trade zones will be authorized primarily in the interest of re-export trade. The aim of the plan is to foster the dealing in foreign goods that are received, not for domestic consumption, but reshipment to foreign markets and for manipulation, including combining with domestic merchandise previous to exportation.

The zone rules propose to eliminate cumbersome restrictions necessarily imposed on goods under customs supervision, and it is believed will attract increased transshipment and reconsignment trade.

If the application of the Port of San Francisco is granted following a public hearing to be held in San Francisco, it is believed that all necessary preparations for the operation of the new zone can be completed in about ninety days.

PIER 45 PROPOSED FOR ZONE

The initial site proposed for the foreign trade zone is the whole of Pier 45, this being the first commercial pier reached by ships upon entering San Francisco Bay. It is intended to enclose the area by an adequate barrier, thus providing a space where dutiable imports from all parts of the world may be landed and dealt with according to regulations, which includes nonpayment of duty if reexported or transhipped. Foreign merchandise may be sent into customs territory from the zone in original packages or otherwise, but it is then subject to the laws and regulations affecting imported merchandise.

From the extensive economic survey carried out under the direction of the Board of State Harbor Commissioners, and from potential tonnage estimated by shippers, it is believed that the zone can operate on a fairly sound basis and that this new facility will attract annually a material amount of new business to the Port of San Francisco.



FRESH FRUITS FOR FOREIGN MARKETS AWAITING SHIPMENT—STATE REFRIGERATION TERMINAL



SHIPSIDE LOADING SCENE, STATE REFRIGERATION AND PRODUCTS TERMINAL AT CHINA BASIN,
PORT OF SAN FRANCISCO

FRESH FRUITS 'ROUND THE WORLD



The average person has little conception of the sizeable foreign business that has developed in the last six or seven years for Northern California deciduous fresh fruits, due largely to precooling facilities of the State Refrigeration Terminal in the Port of San Francisco, and "reefer" ships that deliver luscious pears, apples, plums and grapes from the inland valleys contiguous to San Francisco to cities on the European Continent or ports in the Far East.

The sales department of the California Fruit Exchange, which has taken an important part in this foreign business, points out that for many years back the foreign markets of the world have been important outlets for both dried and canned California deciduous fruits, but it has only been in recent years that any considerable volume of the fresh article has been exported to foreign countries.

The United Kingdom takes the greatest volume of our fruits, starting with the early variety of plums late in May or early in June. By midsummer pears, apples and grapes are moving in heavy shipments.

Some of the early fresh fruit for export goes forward in refrigerator rail cars to the Atlantic seaboard for transshipment, but a great bulk of the exports are by water, precooled and loaded at the State Shipline Refrigeration Terminal, China Basin, San Francisco Harbor.

During the fresh fruit export season the State's plant precools and loads on vessels an average of 400,000 packages.

SHIPSIDE PRECOOLING TERMINAL

Perhaps no facility in the Port of San Francisco is of more growing importance than the State Shipline Refrigeration Terminal, fully equipped for the precooling of California fresh fruits in transit to foreign markets.

The plant occupies all of the second floor of the State Products Terminal Building, the foundations of which are capable of supporting four additional floors. Some 450,000 cubic feet of refrigeration space is available and there is a capacity of more than 200,000 packages for precooling at one time.

The machinery room is partitioned off on the first floor of the building where the necessary ammonia compressors with direct connected synchronous motors, water pumps, brine cooler and brine pumps are installed.

The equipment provides also a controlled ozone machine with connections to each room, a forced air circulation system, the necessary recording and direct reading instruments for controlling temperature and humidity and elevators and spiral chutes for handling cargo between floors.

The storage space is located adjacent to the second floor truck driving and platform on the land side and to the ship loading platform on the water side. The terminal is served by two depressed railroad tracks and one flush track which connects with the State Belt Railroad.

The turnover in the plant is rapid. Fresh fruits received from the back country for export can be precooled and made ready for loading aboard ship alongside the plant in forty-eight hours.

COPRA AND VEGETABLE OILS

Copra, the dried meat of the coconut which contains by weight 60 per cent of coconut oil, sesame and kapok seed, hempseed, flaxseed and related oil-producing seed, and soya beans, also an oil producer, have become important factors in imports at San Francisco Harbor and in industrial development both at the port and in this trade area. Oil produced from them is utilized in the manufacture of soap, compounds, margarines, cooking fats and oils and in various other channels. The residue from the copra and seed, in the form of meal, used for dairy and stock feed, is a valuable by-product which finds a wide domestic market. These commodities come from Hawaii, the Orient and the Antipodes.

BANANAS

An average of 30,000 stems of bananas arrive in the Port of San Francisco weekly. In the main they come from Central American ports on fast turbo-electric vessels and are unloaded by modern facilities at the port's banana terminal, the Channel and Fourth Streets. The terminal affords speedy and economical discharge of the fruit and has rail and trucking facilities which expedite distribution. The banana boats arrive once a week from Central American ports. Some smaller shipments come to this port from Hawaii. The Port of San Francisco is the principal banana importing center of the Pacific Coast.

THE CHINA BASIN TERMINAL

The State Products Terminal at China Basin is a reinforced concrete structure, 812 feet in length. The building is 134 feet wide and is two stories high. This terminal is assigned for the handling of canned and dried fruits and other farm products, and to facilitate this handling, the second floor is set back to provide an elevated loading platform along its entire length. On the land side an elevated driveway or ramp is provided at the second-floor level for cargo arriving or departing by truck.



THE STATE GRAIN TERMINAL AT ISLAIS CREEK, PORT OF SAN FRANCISCO
VIEWED FROM THE CHANNEL SIDE



INTERIOR OF A TYPICAL GRAIN TRANSIT SHED AT THE ISLAIS CREEK TERMINAL
SACKED BARLEY AWAITING SHIPMENT

STATE GRAIN TERMINAL

The Islais Creek Grain Terminal, important among the facilities of the Port of San Francisco, is 1,250 feet long and 220 feet wide, with adequate wharf space, and is equipped with modern machinery.

This State grain terminal, under the jurisdiction of the Board of State Harbor Commissioners, operated by a private corporation by rental arrangements, is regarded as an important factor and aid to the farmers of California in marketing their crops. The plant is given over almost entirely to the handling of barley for export.

Barley is brought to the terminal in great quantities from the inland valleys contiguous to the Port of San Francisco, both in bulk and in sacks, where it is cleaned and graded and loaded upon ocean carriers for delivery in foreign countries, largely to England.

Opened in 1923 as a relatively small unit, the grain terminal has been extended by various additions and mechanical installations to meet the fast-growing demands during the grain seasons. In order to permit the handling of a larger proportion of grain in bulk, both in and outbound, an additional elevator building and bins were constructed at the Islais Creek grain plant in 1932 by direction of the present harbor board.

At intervals during the 1936 grain season as much as 50,000 tons of sacked barley was stored awaiting shipment. The total area occupied by the plant, including sheds, wharf, driveways, railroad tracks and trucking platform is 341,600 square feet. Of this the shed area occupies 254,320 feet. The bin capacity for bulk-grain is 1,100 tons. Bulk unloading capacity is 90 tons per hour; loading capacity to ships, 200 tons per hour; loading capacity to car per hour, 160 tons. The cleaning capacity per hour is 80 tons. Machinery equipment, including power shovels, bucket elevators, belt conveyors and spouts for handling bulk grain, belt conveyors handling sacked grain and cleaning machinery is all motor-driven.

By reason of the deep water channel maintained in Islais Creek, the grain terminal is conveniently located. The channel is always kept dredged to from 25 to 35 feet so that grain ships and barges from up-river can handily go alongside and discharge and load.

The elevator building, which is five stories in height, is located on the channel side of the terminal adjacent to the depressed railroad tracks, a part of the Belt Line system.

The bin structure extends from the new elevator building to the existing grading building. The buildings and bins are of timber with corrugated galvanized iron. The large warehouses with their concrete floors provide safe, clean storage free from rodents.

HARBOR INDUSTRIAL LANDS

The total area of undeveloped property under the jurisdiction of the Board of State Harbor Commissioners is approximately 430 acres. This includes Central Basin, India Basin, Drydock Basin, South Basin, the area between the pierhead and bulkhead lines south of China Basin and the area included in the India Basin purchase located between Islais Creek and India Basin. This last named tract is available for industrial development. Approximately 37 acres of this area have been reclaimed, and 25 acres are still available for industrial purposes. The remainder of this tract, having an area of 5,562,000 square feet or 127.7 acres, is yet unreclaimed. The reclamation of this tract would necessitate the construction of a seawall using the native serpentine available in the Hunter's Point district.

ISLAIS CREEK ENTERPRISES

In addition to the Grain Terminal, which is most conveniently located for the handling of grain shipments either by water or rail on property under the jurisdiction of the Board of State Harbor Commissioners in the Islais Creek area of the Port of San Francisco, other public service enterprises operate in this section. A large tract of these industrial lands are leased for lumber storage, an industry that is one of the mainstays of the port both in shipping and distribution. Plants for canning sardines and reduction of sardines into oil and fishmeal are either in operation or course of construction. One of the major radio broadcasting organizations has a parcel of this land under lease for a broadcasting station. Other parts of the land in the district are under lease to oil companies for temporary storage and distribution purposes.

DRYDOCKS AND MARINE WAYS

In the Port of San Francisco are available not alone some of the world's finest and largest drydocks, but also marine ways and excellent facilities for handling cargo. There are two graving drydocks, one 750 feet long and 103 feet wide, and the other 1,020 feet long and 153 feet wide. Five floating drydocks vary in length from 271 to 460 feet and in width from 66 to 92 feet, with capacities of from 2,000 to 15,000 tons. There are eight marine railways from 82 to 452 feet in length and from 32 to 76 feet in width; three shear-leg derricks, two stationary and one floating; and ten floating boom derricks with lifting capacities from 7 to 100 tons.

TEN MILES OF WATER FRONT

The San Francisco water front extends from the Presidio on the north to the San Francisco-San Mateo County line on the south, a distance of approximately ten miles. The Embarcadero, a 200-foot thoroughfare, owned and maintained by the State, runs along the water front adjacent to the piers, the wholesale and shipping district, and numerous industries from Hyde Street to the Channel. The northern half of the water front is extensively developed.



VIEW OF A PORTION OF SAN FRANCISCO HARBOR INDUSTRIAL LANDS AT ISLAIS CREEK
FABRICATED STEEL FOR THE BAY BRIDGE BEING ASSEMBLED



THIS PICTURE SHOWS THE HUGE LIFT BRIDGE SPANNING THE CHANNEL
AT THIRD STREET, SAN FRANCISCO

THE FISHING INDUSTRY

As a base of operations for the fishing industry of Northern California, San Francisco harbor has much to offer fishermen. In fact, a large and highly developed zone on the water front has been set aside and maintained by the Board of State Harbor Commissioners, affording every modern facility for handling the catch of various species of fish, including shellfish brought into this port.

The fishermen are provided with safe haven for their boats. Boatbuilding plants where new boats can be constructed and old ones repaired are hard by the mooring berths. The Harbor Board provides and maintains marine ways where the fishing boats may be hauled up and serviced.

All these facilities are available at Fishermen's Wharf, which the oldtimers still call Meiggs' Wharf. This spot has in recent years received the especial attention of the harbor's management. It has been fitted out with additional piers and accommodations for fishing boats of both large and small types so that the catch or take of the fishermen can be expeditiously transferred from their boats to the various shoreside channels which carry their produce into commercial markets near and far.

Records of the Fish and Game Division of the California Department of Natural Resources show that the fresh fishery products handled through the San Francisco district during the year 1935 totaled 155,275,204 fish of various species and 6,230,204 crustaceans.

Fishermen's Wharf is the harbor rendezvous of more than 350 crab fishing boats and several scores of trawlers engaged in market fishing, including fishing operations for the shoreside sardine plants in the San Francisco Bay area.



VIEW OF A PORTION OF THE MODERN FISHING FLEET—CHINA BASIN, PORT OF SAN FRANCISCO

SARDINE INDUSTRY OUTSTANDING

The sardine industry, with San Francisco harbor as its chief base in Northern California, has in very recent years grown to amazing proportions. Fish and Game Commission records disclose that during the season 1935-36, the offshore floating reduction plants took 158,754 tons of sardines. This amount added to the tonnage taken by the shore plants made a total of 565,920 tons in the waters off the Golden Gate, largely outside the three-mile limit.

Offshore operations by floating plants in reducing California sardines or pilchards into oil, fishmeal had its inception in this locality as late as 1932, when a reduction ship was anchored off the Golden Gate and began to receive on board the catch of 12 purse seiners or trawlers.

During the 1936 season more than 100 of these sturdy trawlers fished for five mother ships, making their base in this harbor. Groups and fleets of them might have been seen moored at Fishermen's Wharf and various other piers and in the channels along the waterfront.



FISHERMEN'S WHARF AND LAGOON, SHOWING THE U. S. CUSTOMS BARGE OFFICE
AND PIER 45 IN THE BACKGROUND



SECTIONAL VIEW OF SAN FRANCISCO'S FAMOUS FISHERMEN'S WHARF AND LAGOON—HAVEN FOR
350 FISHING BOATS. JEFFERSON STREET BULKHEAD WALL ON LEFT

These purse seiners operate only during the dark of the moon because the sardine schools are located most readily by the luminescence they produce through their movements in the water. This is the reason sardine fishing is done only at night and when there is no lunar glow on the ocean.

The oil, fishmeal and fertilizer taken from the sardines by the outside reduction plants is periodically brought into the Port of San Francisco and is handled at Pier 50 where the operators have extensive installation of gear and facilities for reduction and distribution of their products.

SARDINE AND MACKEREL MARKET

California sardines or pilchards taken in abundance from the ocean outside the Golden Gate when canned produce an excellent product and find ready markets in the principal countries of the world, and have a particular appeal to consumers in the Orient.

The State's sardine industry, stretching from Benicia and Pittsburg on the north to San Diego in the south, has in late years developed into an immense enterprise. The fishermen and packers started a new industry in every sense of the word. They have developed a new resource. They have brought added wealth and added employment to the State of California.

California exported considerably more fish in 1935 than during any of the several years preceding. A large share of this newly developed foreign trade passed over the piers of the Port of San Francisco.

California's canned fish export in 1935 amounted to more than 1,000,000 cases. Lately there has been a demand for canned mackerel, as 47,000 cases of this species was exported in 1935.

The combined value of the exports of these two species during 1935 was \$2,837,649. A general distribution of California sardines is maintained throughout the Orient, East Indies, Philippines, Africa, South America, United Kingdom, Belgium, Canada, and smaller quantities in other countries.

MINIMUM PORT CHARGES

The Port of San Francisco is operated on a nonprofit basis. Port charges are fixed at minimum necessary to meet the cost of efficient operation, maintenance and improvements, and are lower than those of any other United States port.

MOUTH OF TWO GREAT RIVERS

Two great rivers, the Sacramento and the San Joaquin, empty into the Bay of San Francisco. The Sacramento River is navigable for about 250 miles, and the San Joaquin for more than 100 miles. Together, these rivers drain the great inland empire of California.

THE PORT EXPEDITES COMMERCE

The commerce of the Port of San Francisco is handled expeditiously. New ships are being constantly added to the merchant marine now plying in and out of the harbor and vessels of greater cargo capacity are being assigned to the trade from time to time.

REVIVAL OF SHIPPING IN 1935

During the year 1935, a total of 5,933 vessels, of a net registered tonnage of 17,415,334, passed in through the Golden Gate. Due to unsettled maritime labor conditions for several months in 1936, only 5,016 vessels, of a total net tonnage of 15,801,076 entered the harbor that year.





AN ACTION PICTURE, SHOWING THE STATE FIREBOATS, "GOVERNOR MARKHAM" AND "GOVERNOR IRWIN," TESTING THEIR PUMPING SYSTEMS



THE "DENNIS T. SULLIVAN," ONE OF SAN FRANCISCO'S FIREBOATS—ALWAYS READY FOR ACTION

FIRE PROTECTION

By cooperation between the City of San Francisco and the Board of State Harbor Commissioners, San Francisco's water front is efficiently guarded against fires.

Two well equipped and speedy fire boats, the Dennis T. Sullivan, and the David Scannell, are relied upon mainly for the protection of shipping in the harbor and state property shoreline and skirting the vast expanse of the port. Expense of maintaining these two fire boats is shared equally by the City and the Harbor Board.

In addition to the two San Francisco fire boats, the State Harbor Commission has always in service two auxiliary fire fighting boats. These state fire tugs are the Governor Markham and Governor Irwin, from the fire towers of which 2,700 gallons of water can be thrown a distance of 250 feet before breaking. They can throw sixteen streams of water in addition to streams from the water towers. Eight streams of water from the fire hose from two and one-half to three inches in size can put out 150 pounds pressure.

These four fire boats stand by night and day ready to respond to fire alarms on the water front or aboard vessels in the stream, and when needed they reinforce the city's auxiliary high pressure system by delivering salt water at highly forced pressure into the distributing pipes, driving water 758 feet above the city's mean base.

Two monitor batteries and water towers with nozzles two and one-half to four inches in diameter are mounted on the deck houses of the Dennis T. Sullivan and the David Scannell, and the water towers may be raised to a height of 55 feet above the deck. Portable monitor batteries are at the end of each boat. Such monitors may be connected with two sockets on each side of the boats into which nozzle cradles may be fitted to hold streams playing on under-wharf fires.

Each fire boat carries 5,000 feet of three-inch hose, 2,000 feet of three and one-half inch hose and 1,000 feet of one and one-half inch hose. A house erected by the State Harbor Commission is maintained on the wharf at each station for the officers and crew of fifteen men.

San Francisco's fire fighting vessels will respond to emergency calls from all ports in the bay area and are ready to fight fires at Federal Government stations on Angel Island, Alcatraz, Yerba Buena Island and Mare Island Navy Yard.

Vessels exposed to water front fires are towed to safety points by the fire tugs. Fire protection from the land side is furnished by equipment of the City of San Francisco.

FIRE PREVENTION

While the Port of San Francisco is fortunate in having a highly efficient fire-fighting service, a report of the Committee on Fire Prevention of the American Association of Port Authorities submitted at its twenty-fifth annual convention, held in San Francisco September 28 to October 2, 1936, should command more than a modicum of interest.

The report, in part, may well be read by careless cigarette, pipe or cigar smokers who fail to heed the ever-present "No Smoking" signs on piers and other water front property where fire hazard is accentuated by reason of the nature of cargo, planking and shed structure. During the year 1935 a large number of fires—some of them causing heavy losses—occurred in various ports due to discarded cigarette, cigar and pipe wads lodging in cracks in wharf planking.

The fire record of the Committee on Piers and Wharves of the National Fire Protection Association, covering all ports in the United States, up to and including the year 1935, covers a period of 46 years and 667 fires with a total loss of \$67,002,188.19. This loss was sustained in approximately 48 per cent of the total number of fires reported. The loss in any one fire ranged from \$3.87 to \$3,500,000 and the average loss per fire for the 667 fires was \$100,453.05.

The fires reported indicate that approximately 55 per cent of all fires resulted in no loss, 25 per cent in losses less than \$5,000, 8 per cent in losses ranging from \$5,000 to \$25,000, 6 per cent in losses ranging from \$25,000 to \$100,000, and 6 per cent in losses ranging from \$100,000 to \$5,500,000.

SAN FRANCISCO HARBOR METEOROLOGICAL OBSERVATIONS

San Francisco is a city with a cool, bracing, equable open-all-year-around climate. The daily mean maximum temperature is 62.4 degrees with a daily mean minimum temperature of 50.2 degrees.

A study of the air conditions in twenty-three prominent cities in the United States placed San Francisco in the front rank, second only to Boston. The sun shone in San Francisco sixty-six of every one hundred possible hours, according to the records of the United States Weather Bureau for a period of more than twenty years.

The records for San Francisco reveal temperatures which are dependably uniform with a daily average range of not more than 14 degrees and a monthly mean range of not more than 11 degrees with the months of September and October as the warmest.

RECREATIONAL

San Francisco has 45 parks, 80 recreational units, comprising 34 playgrounds, 22 school yards, 8 gymnasiums, 2 open-air swimming pools, 1 mountain camp, and 13 playground sites. Golden Gate Park is notably one of the finest parks in the world.

There are 14 golf courses in and adjacent to the city, an enclosed yacht harbor, several boating and swimming clubs.

There are approximately 76 theaters, ranging from several "Little Theaters" and a Chinese theater to the theater with the largest seating capacity in the West. San Francisco has eight radio broadcasting stations.

A tour of San Francisco is always refreshing and filled with surprises. It possesses a romantic aura seldom encountered in cities noted for their financial and industrial enterprises.

THE FERRY BUILDING



ILLUMINATED VIEW OF THE TOWER OF SAN FRANCISCO'S WORLD-FAMED LANDMARK

It would be difficult to dissociate San Francisco and its world-famous landmark, the Ferry Building. For nearly forty years the present imposing structure, located in the center of the developed water front at the foot of Market street, has been known around the world as the doorway to a majestic city.

During the last decade an average of 50,000,000 persons have passed through this terminal annually. This is a greater number, it is said, than has passed through any other railway terminal in the world, with the possible exception of Charing Cross Station in London.

The Ferry Building, of the present, was opened to the public in July, 1898. Its strikingly beautiful tower is patterned after the tower of the Cathedral of Seville, Spain. The length of the building is 661 feet and its width 150 feet, with its tower 235 feet above the ground floor level. The cost of the structure, including appurtenances, was \$3,105,000.

No such a structure entered into the original program of the water front development, and, indeed, the Ferry Building only had its nucleus at its present site when three ferry slips were completed at the foot of Market street in 1877.

REPORT OF BOARD OF STATE HARBOR COMMISSIONERS

COMMERCE OF THE PORT

Commerce through the Port of San Francisco has shown a substantial increase for the biennial period ended June 30, 1936, as compared to the previous biennial period. Cargo passing over the facilities of the Port during the previous biennium totaled 17,701,132 tons, and for the last biennium 19,214,955 tons. This represents an increase of 1,513,823 tons, or 8.5 per cent over the total tonnage handled during the previous biennial period. This also presents an encouraging outlook for the ensuing biennium, especially when it is taken into consideration that unsettled maritime labor conditions, detrimental to the commerce of the Port, existed during part of the period in which the increase of commerce occurred.

As to classification of inbound and outbound cargo, the total increase was about equally divided. An analysis of the increase over the prior biennium by trade route indicates that intercoastal movements accounted for 56 per cent of the increase; Inland Waterway, 28.6 per cent; Foreign, 20.2 per cent, while the Coastwise trade shows a decrease of 4.8 per cent.

San Francisco is primarily a general cargo port, the type of cargo handled being miscellaneous in character with no one commodity representing any appreciable per cent of the total tonnage of the port.

FINANCIAL

The total revenue of the Port for the previous biennium amounted to \$5,314,411.93 and for the biennium just ended \$5,583,335.69, an increase of \$268,923.76, or 5 per cent.

Operating economies instituted during the prior biennial period were continued during the biennium just ended. The expense for administration, operation and maintenance for the biennium just concluded totaled \$3,085,137.17, as compared to \$3,022,887.52 for the previous biennial period.

Net income from operations for the biennium after meeting all expenses of administration, operation and maintenance, amounted to \$2,498,198.52. Additions to operating income derived from premium on bonds sold amounted to \$50,100 and deductions from operating income for bond interest and uncollectible accounts receivable totaled \$1,475,403.69.

The total surplus for the present two-year period amounted to \$1,072,894.83, of which an amount of \$661,825.25 was deposited in sinking funds created for the purpose of retiring the funded debt, the balance becoming available for the replacement of facilities. At the end of the present biennium the total bonded indebtedness of the Port was \$18,403,000 secured by physical properties with an appraised value of \$84,044,907.03, and an amount of \$1,862,078.98 in cash and securities, contained in sinking funds for bond redemption.



THIS PICTURE SHOWS SAN FRANCISCO'S WIDE AND BUSY EMBARCADERO, NORTH OF THE FERRY BUILDING
GOLDEN GATE BRIDGE TOWER IN THE BACKGROUND



GENERAL CARGO MAKES UP THE BULK OF SAN FRANCISCO'S TONNAGE. THIS VIEW SHOWS MORE THAN 200 CARLOADS OF DIVERSIFIED MERCHANDISE ASSEMBLED ON ONE PIER FOR SHIPMENT



GENERAL VIEW OF TRANSIT SHED AT PIER 35 SHOWING GENERAL CARGO ASSEMBLED FOR LOADING RAMP FOR ACCOMMODATION OF SHIPS' PASSENGERS SHOWN IN UPPER LEFT

The total cash balance in the San Francisco Harbor Improvement Fund available for the replacement and rehabilitation of the facilities of the Port was \$1,575,549.08, as of June 30, 1936.

Applications totaling \$788,743 were filed with the Federal Government for Public Works Administration Grants to aid in the construction of port facilities. These grants have been approved by the Federal Government and construction is under way on two of the projects. Such projects are financed 45 per cent by Federal funds and 55 per cent by Harbor funds. The amount contributed by the Federal Government is an outright grant requiring neither the repayment of principle nor interest.

During the biennium just ended capital expenditures totaled \$478,814.73, of which an amount of \$121,646.13 was financed from revenues of the Harbor and \$357,168.60 from Bond funds.

MAJOR CONSTRUCTION AND IMPROVEMENTS

Major construction and maintenance contracts, commenced prior to July 1, 1934, and completed during this biennium, were as follows:

Repair of reinforced concrete beams and girders on various piers.

Construction of additions and betterments to Pier 47, consisting of two finger wharves for the accommodation of the larger boats of the fishing fleet.

The extension of Pier 42 by 140 lineal feet, including the construction of flush railroad tracks on the South side and three adjustable cargo aprons.

The following major construction and maintenance contracts were entered into and completed during the biennium:

Construction of a shed covering the 140 additional lineal feet of substructure by which Pier 42 was extended.

Erection of a new bulkhead building between Piers 38 and 40 to provide for more office and additional cargo area.

Laying bituminous pavement on the deck of Pier 42, installation of a new car ferry apron at Pier 43, connection of the Belt Railroad by the installation of additional tracks at China Basin, applying new roofing on various pier sheds and the construction of a two-story restaurant building at Fishermen's Lagoon.

The cooling system of the State Refrigeration Terminal was improved by the installation of blower fans installed for the purpose of reducing the time required to pre-cool fruit and to permit more uniform temperature regulation. This installation also increased the capacity of the plant by 25,000 boxes. The work was done by State forces.

Construction contracts entered into during the biennium but at present incomplete include the construction of a bulkhead wharf between Piers 44 and 46, the construction of a connecting wharf and building between Piers 24 and 26, and the construction of a track for the bulkhead wharf at Piers 44 and 46 with the necessary paving.

Funds are available and plans and specifications have been completed for the replacement of two obsolete piers, namely 9 and 19, with two modern piers. Actual construction will begin within a few months and the estimated cost of the new structures is \$1,500,000.

Reports of the operations of the various departments and a section containing financial and statistical reports will be found on the following pages.



View of a Modern Overseas Liner Discharging Diversified Cargo
at Pier 32—Port of San Francisco

DEPARTMENTAL
FINANCIAL AND STATISTICAL
REPORTS



BULKHEAD BUILDING, PIERS 38-40, IN COURSE OF CONSTRUCTION



VIEW OF COMPLETED BULKHEAD BUILDING, PIERS 38-40

REPORT OF CHIEF ENGINEER

TO THE BOARD OF STATE HARBOR COMMISSIONERS,
San Francisco, California.

GENTLEMEN:

I submit herewith for your consideration my report as Chief Engineer of the Board of State Harbor Commissioners for the biennium beginning July 1, 1934, and ending June 30, 1936.

For the purposes of this report, in which the principal activities of the Engineering Department during these two years will be considered, the work of the department will be divided as follows:

1. Structures.
2. Maintenance and Repair.
3. Paving.
4. Dredging.
5. Electrical.
6. Testing.
7. Designing and Drafting.
8. General.

1. STRUCTURES.

Pier 42—Extensions and Additions:

Pier 42 as originally constructed was 647 feet in length with one depressed railroad track on the north side. In 1923 it was extended to the then existing pierhead line, the length being increased to 795 feet. The pierhead line having in the meantime been re-established farther offshore, Pier 42 was again extended in 1934 by the construction of an addition 140 feet in length. At the same time a flush railroad track was constructed on the south side of the pier and three adjustable cargo aprons were installed to permit of side port operation. New and enlarged offices were also built in the inner end of the transit shed for the use of the Dollar Steamship Lines.

The additions were of crossotred pile and timber construction with a one story timber transit shed. The substructure contract was completed and accepted on January 31, the work on the transit shed extension on March 5, and the paving on April 17, 1935.

Bulkhead Building—Piers 38 and 40:

In order to provide more adequate office facilities and additional cargo area, as well as a connection between Piers 38 and 40, for the use of the McCormick Steamship Company, a new bulkhead building was constructed across the ends of the two piers and the intervening slip.

The building is a steel frame structure with metal lath and plaster walls, steel sash and steel rolling doors at the main pier and railroad entrances. It is 40 feet wide, 455 feet long and two stories high. The entire second floor is occupied by offices and the first floor is used for offices, ships' stores and cargo. The work was completed and accepted on August 19, 1935.

Car Ferry Apron—Pier 43:

On account of the serious deterioration of the car ferry apron at Pier 43, originally constructed in 1914, it was replaced by a new apron of more satisfactory design. It is 100 feet in length and carries three railway tracks. It was constructed of steel shapes and plates and all connections were riveted instead of using pin connected eye bars as in the original apron. The installation was completed on September 18, 1935.

Belt Railroad Extension:

When the new Third Street bridge over Channel Street was constructed in 1932 and 1933, the Belt Railroad track in Berry Street was extended across the bridge. In 1935 a further extension was constructed making a connection with the existing Belt Railroad tracks south of Channel Street as far as Pier 54. This will place Piers 48, 50 and 54 on a parity with the piers north of Channel Street with regard to switching.

Bulkhead Wharf—Piers 44 and 46:

The excessive cost of maintenance, and the unstable condition of the foundation of the bulkhead building at Pier 46, indicated the advisability of replacing the old timber wharf at this location with a reinforced concrete structure. The project includes the removal and reconstruction of the wharf from the north side of Pier 44 to the south side of Pier 46, the underpinning of the headhouse at Pier 46 and the construction of new foundations and a concrete deck, rock filling to stabilize the seawall, the driving of replacement piles under Pier 46, the reconstruction of the Belt Railroad tracks in the vicinity and the paving of the wharf and a portion of the Embarcadero.

The wharf which is under construction is 600 feet in length and 60 feet in width. The supporting members consist of timber piles protected by precast, reinforced concrete jackets. Along the section where additional fill is required a retaining wall constructed of precast and cast-in-place reinforced concrete slabs is provided and the wharf deck is constructed as a relieving platform over the fill, for a distance of 14 feet back of the wall.



SUPERSTRUCTURAL WORK IN PROGRESS ON CONNECTING WHARF AND BUILDING, PIERS 24-26

With the completion of this structure, the reinforced concrete wharf and bulkhead will extend continuously from Powell Street to Third Street, a distance of approximately three miles. The work, which is being partially financed by a P.W.A. grant, was 47 per cent completed on June 30, 1936.

Connecting Wharf and Building—Piers 24 and 26:

In 1928 a bulkhead wharf and wharf shed were constructed connecting Piers 26 and 28 for the use of the American-Hawaiian Steamship Company in the handling of package freight. This facility has functioned so satisfactorily that a similar structure is now being constructed between Piers 24 and 26.

The length of the wharf between the piers varies from 185 feet at the waterfront line to 200 feet at the outer edge and it extends into the slip a distance of 141 feet. The timber deck, which is elevated truck height above the street to facilitate cargo handling, is supported on timber piles protected by precast reinforced concrete jackets. Two ramps located adjacent to the outer wall of the building permit of access to the elevated deck by tractor and trailer trains from Piers 24 and 26. The wharf shed is a timber frame structure and is equipped with continuous steel rolling doors along the street front. This project, which is also being partially financed by a P.W.A. grant, was 65 per cent completed on June 30, 1936.

2. MAINTENANCE AND REPAIR.

Following our established practice, the majority of the work of maintenance, repair and alteration was carried out during the last two years by the employees of the Board. Among the more important items of work handled were the following: Reconstructing the south side of Pier 25, relocating the railroad track and building offices; constructing offices at Pier 42; resheathing the transit shed walls on Piers 5, 26, 30, 32 and 54 and reinforcing the roof trusses on Pier 5; driving new bearing piles under the south wall of Pier 18 and replacing stringers, sills and shed posts; reconstructing fender lines on Piers 3, 11 and 36; installing five cargo aprons in Pier 11 and constructing offices; reconstructing the wharf on the south side of Channel Street east of Third Street. The transit sheds on Piers 17, 33 and 54 and the monitors on Piers 26, 30 and 32 were reroofed, the work being done by contract.

3. PAVING.

The principal paving project carried out during the biennium was on the Embarcadero between Powell and Taylor Streets. The existing curb on the north side of the street was moved back 36 feet and the unpaved area was graded and paved with a Topeka wearing surface on an asphaltic concrete base. In addition, part of the pavement on Pier 36 and in the grain terminal was resurfaced, the south side of Pier 25 was paved following its reconstruction, and repairs were made to the street pavement at various places along the Embarcadero. All of this work was done by our own pavers.

4. DREDGING.

During the year of July, 1934, to July, 1935, the two dredges were each operated two watches per day. Following a period of reorganization extending from July to September, 1935, the operations were continued on the basis of one watch on Dredge No. 3 and two watches on Dredge No. 4. Under this schedule there has been no difficulty in providing the required depth of water in all slips and channels.

5. ELECTRICAL.

Following the completion of the extension and additions to Pier 42 and the construction of the bulkhead building at Piers 38 and 40, the structures were wired with light and power circuits and the necessary lighting fixtures were installed. Electroliters were installed on the new piers at Fishermen's Lagoon and at various locations along the Embarcadero. The refrigeration terminal was wired in connection with the installation of 59 motor driven fans, which were installed for the purpose of reducing the time required for pre-cooling export fresh fruit and to permit of more uniform temperature regulation in the various compartments. Flood lights to reduce traffic hazards on the Belt Railroad were installed at Powell Street and at Pier 45. The locomotives were all rewired and enclosed lights were installed to illuminate the footboards as a safeguard against personal injury to switchmen. The usual electrical maintenance and repair work was carried on, all work of construction and maintenance being done by the Board's electricians.

6. TESTING.

The work of the laboratory continued as in the past and covered the sampling and testing of all construction materials, the proportioning of concrete and of asphalt paving mixtures, checking the operation of concrete and asphalt plants, supervising the manufacture of paint, and such other physical testing and chemical analyses as were required. The laboratory also handled all testing for the Bureau of Architecture of the State Department of Public Works. One of the projects carried out for the Bureau of Architecture was a series of 1,100 tests of the strength of welds of electrically welded fabric using samples submitted by five manufacturers. A new device for making these tests was designed in the laboratory and this, together with the method of making the tests and specifications for the welded fabric, have been recommended as a standard by the Bureau.

Other valuable research work is being done by the testing engineer as time permits. A series of tests of various admixtures of pozzuolanas with Portland cement is under way, to determine whether or not there is a resulting chemical reaction which will increase the strength and durability of mortar and concrete. Twelve hundred briquettes have been made using fourteen different pozzuolanas. Part of these have been tested during the last six months and the rest will be tested at the end of one and two years. The necessary chemical analyses are also being made.

A viscosimeter has been installed in the laboratory and a series of tests have been started on various types of lubricating oils which are used on different kinds of equipment, to determine the characteristics of those which give the most satisfactory service.

7. DESIGNING AND DRAFTING.

During the biennium plans were completed for the extensions and additions to Pier 42, the bulkhead building at Piers 38 and 40, the bulkhead wharf at Piers 44 and 46 and for new Pier 19. Plans were prepared for the connecting wharf and building at Piers 24 and 26, offices at Pier 42, the reconstruction of the south side of Pier 25, the car ferry apron at Pier 43, and the paving of a portion of the Embarcadero and work was started on the plans for new Pier 9. Numerous plans for small jobs were prepared, contractors' details were checked and the customary routine drafting such as assignment plats, sounding sheets, etc., was continued.



WORK ON SUBSTRUCTURE OF CONNECTING WHARF AND BUILDING, PIERS 24-26



THIS PICTURE SHOWS THE COMPLETED WHARF AND BUILDING CONNECTING PIERS 24-26
THE BAY BRIDGE IS SEEN ABOVE



CONSTRUCTION VIEW OF INSTALLATION OF NEW CAR FERRY APRON AT PIER 43
PORT OF SAN FRANCISCO

8. GENERAL.

In July, 1936, I will complete my twenty-fifth year in the engineering department of the Board and my twentieth year as chief engineer, during which time I have served under six governors and twenty-two commissioners. I regard it as a distinct privilege to have been connected with the constructive program which has been carried out and it may be of interest to review what has been accomplished in the development of the Port of San Francisco during a quarter of a century. Among the more important projects which have been completed are the following:

The construction of 26 piers of which 17 are of reinforced concrete; the construction of the State Terminal building and the installation therein of the refrigeration terminal; the reclamation of 25 acres of submerged land at Islais Creek and the construction of the grain terminal and lumber wharves; the completion of the seawall from Jones Street to Channel Street by the construction of the section between Mission and Harrison Streets; the construction of more than two-thirds of the reinforced concrete bulkhead wharf which now extends from Powell Street to Third and Channel Streets; the construction of the Belt Railroad along the Embarcadero from Spear Street to Broadway to connect the two isolated sections and the extension through the Ft. Mason tunnel to the U. S. Army transport docks and the Presidio; the construction of two car ferry slips and five automobile and passenger ferry slips; the construction of the Embarcadero subway, the Ferry Building viaduct, the Belt Railroad roundhouse and shops, and the south annex to the Ferry Building.

For more than nineteen years Mr. H. E. Squire has served as assistant chief engineer of the Board and I desire to commend most heartily his faithful and efficient service as well as that of all of the superintendents and other employees of the Engineering Department.

The annual convention of the American Association of Port Authorities was held in New York in 1934 and in Houston and Galveston in 1935. Mr. Gates and I represented the Board at both of these conventions and served on various standing committees. I also served as first vice president in 1935 and was honored by being elected president for 1936. At the same time the Association accepted the invitation of the Board to hold the 25th annual convention this fall in San Francisco.

In conclusion, I desire to express my appreciation of the consideration which has been extended to me by the Board in connection with the work of the Engineering Department during the biennium.

Respectfully submitted,

FRANK G. WHITE,
Chief Engineer.

REPORT OF CHIEF WHARFINGER

TO THE BOARD OF STATE HARBOR COMMISSIONERS,
San Francisco, California.

GENTLEMEN:

I submit herewith my report as Chief Wharfinger of the Board of State Harbor Commissioners for the biennium beginning July 1, 1934, and ending June 30, 1936.

During this period a number of improvements were completed facilitating the handling of ships and cargo.

The lengthening of Pier 42, creating additional berthing space, now provides ample room for berthing the larger vessels of the steamship company operating from this pier. The company utilizing this facility also conducts side-port operations in loading and unloading cargo and the installation of cargo aprons adjustable to different elevations, depending on tide conditions, has facilitated this work.

The construction of a bulkhead building connecting Piers 38 and 40, permitting the transfer of offices from the main pier, released additional space for cargo and the removal of the offices from the pier proper has facilitated the movement of trucks and stevedoring operations.

The number of purse seiners engaged in the fishing industry calling at this Port is gradually increasing and the construction of finger piers at Pier 47 has provided accommodations for a number of this type of fishing boat.

At present time the piers are allocated as follows:

COASTWISE—Total number, 13. Piers 7, 16, 17, 18, 20, 36, 40, 43, China Basin Channel, 16th Street, 17th Street, Islais 88 and Islais 92.

INLAND WATERWAY—Total number, 8. Piers 1, 3, 5, 9, 11, 14, 19 and 27.

INTERCOASTAL—Total number, 10. Piers 26, 28, 29, 31, 34, 35, 38, 39, 48-B and 54.

FOREIGN AND OFFSHORE—Total number, 17. Piers 15, 22, 23, 25, 30, 32, 33, 37, 41, 42, 44, 45, 46, 50-A, 50-B, 56 and Islais 90.

MISCELLANEOUS—Fishermen's Wharf, refrigeration and banana terminals.

Vessel operations for the period beginning July 1, 1934, to June 30, 1935, are as follows:

| | |
|---------------------------|--------|
| Coastwise..... | 7,243 |
| Inland waterways..... | 34,641 |
| Intercoastal..... | 1,401 |
| Foreign and offshore..... | 1,946 |
| Total..... | 45,231 |

Operations for the period July 1, 1935, to June 30, 1936, are as follows:

| | |
|---------------------------|--------|
| Coastwise..... | 7,941 |
| Inland waterways..... | 36,203 |
| Intercoastal..... | 1,506 |
| Foreign and offshore..... | 1,854 |
| Total..... | 47,504 |

The personnel of the Wharfinger's Department at the present time includes a Chief Wharfinger, an Assistant to the Chief Wharfinger and nineteen wharfingers, whose duties are to supervise the piers, wharves and bulkheads, and to collect or assess dockage, tolls and demurrage, which aggregate a considerable portion of the port revenue.

Respectfully submitted,

JOHN A. SULLIVAN,
Chief Wharfinger.

REPORT OF SUPERINTENDENT OF STATE BELT RAILROAD

TO THE BOARD OF STATE HARBOR COMMISSIONERS,
San Francisco, California.

GENTLEMEN:

I herewith submit my report as Superintendent, State Belt Railroad, for the biennium July 1, 1934, to June 30 1936.

TRANSPORTATION:

During this biennium there has been a decided improvement of business in general. This has naturally been felt in all lines of transportation in a demand for increased car-loadings.

Recognizing that fast transportation is one of the most important factors in the chain of business, the Belt Railroad has exerted every effort to assist general business by completing all car orders between piers, shippers, and the trunk lines with a minimum of elapsed time with the result that the service, as now performed by the State Belt Railroad, is comparable, if not superior, to any like service on the Pacific Coast. This policy of cooperation with prompt switching service has necessarily added to the number of switching units maintained in service.

Apart from the above, the increased cost of transportation has been due primarily to a mandatory increase of ten per cent in wages to all railroad workers in the United States during the year 1935 and the advance in costs of material.

Economic and industrial conditions have caused interruptions in the delivery of water borne tonnage that would have ordinarily been handled by this switching plant. Large tonnages have been delivered from Eastern points to interior-state destinations directly by truck without switching service on the San Francisco water front. Perishable commodities have also been restricted in volume by decreased loadings at outside points for various reasons. There has been, however, a decided increase in general loadings as shown by the following figures:

| | |
|--|---------|
| Revenue cars, July 1, 1934, to June 30, 1936..... | 173,591 |
| Nonrevenue cars, July 1, 1934, to June 30, 1936..... | 121,612 |
| Total..... | 295,203 |

Assigning the car-handling by number to their respective years, we have:

| | |
|------------------------------|---------|
| 1934-1935, revenue cars..... | 83,478 |
| nonrevenue cars..... | 57,808 |
| Total..... | 141,286 |
| 1935-1936, revenue cars..... | 90,113 |
| nonrevenue cars..... | 63,804 |
| Total..... | 153,917 |

The above figures reflect an increase in car handling of 12,631 units for the period 1935-1936 over the preceding year.

The marine phase of our operations is steadily increasing. During the biennium the State Belt Railroad handled 7,199 barge loads in and out of our car ferry slips, totaling approximately 37,710 cars.

MAINTENANCE OF WAY:

In latter years the trend of railway construction equipment standards has been to larger units, necessitating modernization of track facilities. With this need in view, the Belt Railroad has improved its track facilities wherever the physical conditions permitted, with the result that the Belt Railroad facilities will now handle without damage to track or equipment all types of rolling stock.

There has been constructed approximately four miles of new track, including a standard girder-rail switchback connecting the piers south of the channel with the piers on the north side of the channel by direct switching facilities, thus placing the harbor facilities south of the channel on a parity with facilities north of the channel with regard to switching. Trunk line connections remain the same as before.

Track renewal policies are going forward under a definite program, the only major change being the abandonment of 9 inch girder rail in favor of the 7 inch with a view to standardizing the girder rail installation, and the adoption of treated ties in all paved sections wherever possible.

MAINTENANCE OF EQUIPMENT:

The method of driving-box lubrication perfected by the Staff of the Belt Railroad has proved its adaptability and economy, and has reduced driving box lubrication costs by 70 per cent and by 25 per cent in maintenance and repair.

Illumination of switch engine footboards has had eighteen months trial, proving its safety features in the elimination of hazard to switchmen in the course of night employment. It has been heartily endorsed by safety inspectors.

The facilities of the Locomotive Back Shops have been extended to handle the repair of manganese switches and frogs at a saving of approximately 80 per cent of purchase prices, as well as the reconstruction of locomotive appliances such as tenders and tanks. At the present time we have under construction a locomotive tender having a 5,000 gallon water capacity and 900 gallons fuel oil capacity.

CONCLUSION:

While the volume of business handled is not up to capacity, the improvement, shown during the year 1936 over 1935 in the number of units switched, indicates a permanent upturn in the volume of business by transportation facilities. The Belt Railroad is conducting its programs of track and equipment maintenance with an eye to future anticipated general improvement.

In conclusion, I wish to extend to the members of the Board of State Harbor Commissioners my thanks for their support and assistance in the operation of this facility.

Respectfully submitted,

JOSEPH V. NARDINI,
Superintendent.

REPORT OF LEGAL MATTERS PERTAINING TO THE BOARD

During the biennium, July 1, 1934, to June 30, 1936, the following legal matters have been handled for the Board of State Harbor Commissioners by its attorney, the Attorney General of the State of California.

These matters will be reported under the following classifications:

1. Contracts and Agreements.
2. Claims Against and In Behalf of the Board.
3. State Belt Railroad.
4. Other Litigation.
5. Miscellaneous.

I

CONTRACTS AND AGREEMENTS

(a) *Contracts for work to be done on the water front:*

During the period from July 1, 1934, to June 30, 1936, twelve contracts were drawn by the legal department of the Board and approved by the Attorney General, amounting to the total sum of \$312,466.39, for work to be done for the improvement of the harbor and water front under the jurisdiction of the Board.

(b) *Miscellaneous:*

Advice has also been given, both oral and written, as to the proper form of contracts, agreements, specifications and bonds submitted for approval; and various legal documents in connection with contracts, leases, agreements, resolutions, etc., have been prepared as required.

II

CLAIMS AGAINST AND IN BEHALF OF THE BOARD

Claims against the Board:

(a) Fifteen claims for damages alleged to have arisen because of injuries to persons or property by reason of the operation and maintenance of the State Belt Railroad, and three claims for damages, arising out of other accidents on the waterfront have been considered and the claimants or their attorneys answered. Liability in all cases was denied.

(b) Two claims against the Board arising from other sources than accidents have been considered and paid.

Claims made in behalf of the Board:

(a) One claim for damage to State Belt Railroad equipment was presented to party responsible for same and collected. Eight claims for damage to other Harbor Board property have been presented to parties responsible for them. One of these has been collected, four are now in process of collection and three have been written off the books as uncollectible.

(b) Six claims on behalf of the Board arising from other sources than accidents have been considered. One of these has been collected, three are in process of collection, suit for collection of one has been filed and one has been written off the books as uncollectible.

III

STATE BELT RAILROAD

(a) *Inquests:* One coroner's inquest was attended, the verdict being "accidental death due to overturning of truck."

(b) *Accidents:* In addition to fifteen claims for damages alleged to have arisen because of injuries to persons or property by reason of the operation of the State Belt Railroad, and one claim for damage to State Belt Railroad equipment, reported under the heading "Claims," forty-seven reports on other accidents on the State Belt Railroad were received and considered, but no claims on said accidents have as yet been made against the Board.

(c) *Litigation arising out of the operation of the State Belt Railroad:*

Crean v. Harbor Board, et al.—No. 17461. United States District Court, Northern District of California. Action for damages in the sum of \$50,000 for death of Charles Crean, husband of plaintiff, in accident on the State Belt Railroad. By stipulation, cause dropped from calendar subject to restoration on notice. Thirty days subsequent to restoration granted in which to plead. Pending.

United States v. State of California. No. 19246-S, United States District Court, Northern District of California. Action involving question of liability of the State of California for penalties or fines for alleged violations of Federal Safety Appliance Act, in the operation of the State Belt Railroad. Trial and judgment for plaintiff. Appeal taken to United States Circuit Court of Appeals, Ninth Circuit. On this appeal, the judgment of the United States District Court was reversed. The case was taken on Writ of Certiorari to the Supreme Court of the United States, in which court, the decision of the United States Circuit Court of Appeals was reversed, and the State of California held liable for said violations of the Federal Safety Appliance Act.

Railroad Retirement Act of 1935 (49 Stats. at Large, p. 974): Under the Federal Railroad Retirement Act of 1935, the Board, on June 30, 1936, rendered its first quarterly report and return on amount of taxes due from the State of California as owner and operator of the State Belt Railroad. This report and return was made under protest on the ground that the Federal Government has no power to tax the State of California for retirement salaries for employees of the State Belt Railroad as an incident to the Federal power to regulate interstate commerce, or otherwise.

Payments of taxes provided for by said act are not being made pending final determination in the Supreme Court of the United States of an injunction proceeding against the Commissioner of Internal Revenue prosecuted by the Alton Railroad, et al., in which cause, the Commissioner has been enjoined, by the Circuit Court of the District of Columbia, from collecting the taxes or requiring returns.

Various opinions and advice, both oral and written, have been given the Board with regard to matters arising in connection with the operation of the State Belt Railroad.

IV

OTHER LITIGATION

(a) Cases involving claims against the Board:

Allison v. Harbor Board, et al. No. 227611, Superior Court. Action for damages in the sum of \$20,000.00 for the death of A.D. Allison, husband of plaintiff, in accident on the water front of the City and County of San Francisco near Third Street Bridge. Demurrers were filed. By consent, demurrers were dropped from calendar. Pending.

Fillmore v. State of California, Harbor Board, et al. No. 263887, Superior Court. Action against the State and the Board for damages alleged to have been received by plaintiff on account of defective condition of sidewalk on water front. Action dismissed without prejudice.

NOTE: Subsequently, a claim in said matter was filed against the State with the State Board of Control on which a full report was made for use at the hearing before the Board of Control. No notification of the result of said hearing has been received to date.

General Petroleum Corporation v. P. W. Meherin, et al. No. 252409, Superior Court. Action on complaint for declaratory relief with respect to three separate leases of real property by the Board to the General Petroleum Corporation. Demurrer to amended complaint sustained. Pending.

Hall v. Harbor Board, et al. No. 262950, Superior Court. Petition for writ of mandate for instatement of plaintiff in civil service status as Secretary-Stenographer to the Board, and for payment of salary from December, 1934, to date. Judgment in Superior Court in favor of plaintiff for instatement and payment of salary. Motion for new trial. Pending.

Henry Cowell Lime & Cement Co. v. State of California, et al. No. 55947, Superior Court. Action originally brought by plaintiff to enjoin defendants from interfering with plaintiff's building on a certain strip of land along the Embarcadero. Defendants filed cross-complaint setting up title to this strip of land, and action, therefore, involves question of title to the strip. Motion was made by defendants for judgment on the pleadings which motion was subsequently denied. As a result of negotiations for compromise of this action, an offer was made by plaintiff to the Board which has been rejected. Meanwhile, the parties have stipulated that the case go off calendar to be restored on notice by either party. It is anticipated that the case will be reset on the October, 1936, calendar, and a definite trial date will be set by the Court. Pending.

Howard v. Key Terminal Railway, Ltd., and Harbor Board. No. 242954, Superior Court. Action for damages in the sum of \$5,310.00 for injuries alleged to have been received in passageway to Key Terminal Railway ferry slip on the San Francisco waterfront. Complaint was filed and summons issued but was never served on the Harbor Board. Pending.

NOTE: A claim was filed with the State Board of Control in this matter which, after investigation and hearing, was disallowed by said Board on December 11, 1934.

Huntsman v. Harbor Board, et al. No. 255123, Superior Court. Petition for writ of mandate requiring Board to pay petitioner amounts of salary deducted for each month from July 1, 1932, to August 1, 1934, on account of days on which petitioner did not work and was laid off by order of the Board. Judgment in Superior Court ordering peremptory writ of mandate to issue directing Board to pay salary to petitioner. Appeal has been taken by respondents to the District Court of Appeal, First Appellate District. Pending.

La Force v. Harbor Board, et al. No. 256,595, Superior Court. Petition for writ of mandate for payment to thirty-six employees of the Board, of portions of salaries deducted from July 1, 1932, to August 1, 1934, each month, on account of days when said employees did not work pursuant to order of the Board. This case was consolidated for trial with the case of *Huntsman v. Harbor Board, et al.*, No. 255123, Superior Court. Judgment in Superior Court for petitioners ordering peremptory writ of mandate to issue directing payment of salaries by the Board. Appeal taken by respondents to District Court of Appeal, First Appellate District. Pending.

McCarthy, et al. v. State of California, Harbor Board, et al. No. 214303, Superior Court. Action for damages in the sum of \$20,000.00 for death of Henry McCarthy in an accident on the San Francisco water front at Pier 45. By stipulation, demurrer to amended complaint dropped from calendar to be restored on written notice. Pending.

Schaall v. Watts and Harbor Board. No. 98898, Superior Court, Alameda County. Action for damages in the sum of \$25,500.00 alleged to have arisen by reason of the operation of a truck belonging to the Harbor Board. Motion for change of place of trial to San Francisco County granted. Case never refiled. Pending.

Semelman v. Southern Pacific-Golden Gate Ferries, Ltd., and Harbor Board. No. 65,534, Municipal Court. Action for damages in the sum of \$2,000.00 for injuries alleged to have been received in approach to Vallejo boat slip on the San Francisco water front. Demurrer sustained. Pending.

Vogel v. White. No. 130941, Superior Court, Alameda County. Action against Chief Engineer of the Board of State Harbor Commissioners for alleged value of services performed under appointment made in alleged violation of Civil Service Act. Trial in Superior Court resulted in judgment for defendant. Motion of plaintiff for vacation of judgment denied. Plaintiff has appealed from last named order of the Court. Pending.

Wardlow v. Harbor Board, et al. No. 53016, Superior Court, Sacramento County. Petition for Alternative Writ of Mandate against the Board brought by Peter Wardlow and other employees on account of alleged irregular action of the Board in laying off petitioners from their employment under the Board. Demurrer and Answer filed. Proceeding dismissed. Closed.

(b) *Proceedings on behalf of the Board:*

In re Bayside Steamship Company, Bankrupt: No. 21427-K, District Court of the United States, Northern District of California, Southern Division. Claim of the Board of State Harbor Commissioners for dockage, tolls, rents and switching filed with the referee in bankruptcy. Pending before referee in bankruptcy.

In re Bishop-Pera Company, Inc., Bankrupt: No. 26986-R, District Court of the United States, Northern District of California, Southern Division. Proof of claim of Board for refrigeration charges filed with referee in bankruptcy. Received first dividend of eight per cent in the amount of \$0.40.

In re Freighters, Inc., Debtor. No. 27580-R, United States District Court, Northern District of California, Southern Division. Proceeding for corporate reorganization under Section 77B of National Bankruptcy Act. Order of court made dismissing proceeding under Section 77B and appointing receiver. Pending.

In re Los Angeles-Long Beach Dispatch Line, Bankrupt: No. 26960-S, United States District Court, Northern District of California, Southern Division. Proof of Claim of Board of State Harbor Commissioners for rental, dockage, tolls, demurrage, switching, electricity and repairs filed. No account yet made. Pending.

E. J. Mitchell Co. v. William Gissler, Jr., et al. No. 264883, Superior Court. Action to determine title to proceeds of insurance policy on the vessel "F. S. Loop," belonging to the Los Angeles-Long Beach Dispatch Line. The Board of State Harbor Commissioners was one of the parties defendant. Process of action enjoined by order of United States Referee in Bankruptcy. Pending.

In re The Charles Nelson Co., Debtor.-----
In re Nelson Steamship Company, Debtor.----- } No. 27277-S.

United States District Court, Northern District of California, Southern Division. Proceedings for corporate reorganization under Section 77B of National Bankruptcy Act. Proof of Claim of Board of State Harbor Commissioners, in each proceeding, for rental, dockage, tolls, demurrage, electricity, switching, towing and damage claims filed with referee in bankruptcy. Trustee of property and assets of the debtors appointed by the Court. Pending.

In re Pacific Box Corporation, Debtor: No. 27162, United States District Court, Northern District of California, Southern Division. Proceeding for corporate reorganization under Section 77B of National Bankruptcy Act. Claim of Board for switching charges and equipment rental presented and paid in full. Closed.

In re Pacific Steamship Lines, Ltd., Debtor: No. 26788-L, United States District Court, Northern District of California, Southern Division. Proceeding for corporate reorganization under Section 77B of the National Bankruptcy Act. Proof of Claim of Board of State Harbor Commissioners for rental, dockage, electricity and switching charges filed. No subsequent proceedings except an order of the Bankruptcy Court authorizing issuance of certificates of indebtedness of debtor in the amount of \$250,000.00 for the purpose of financing passenger service on its vessels during the summer of 1936, etc. Pending.

In re San Rafael Freight & Terminal Company, Bankrupt: No. 24029-L. In Bankruptcy. United States District Court, Northern District of California, Southern Division. Claim of the Board of State Harbor Commissioners for dockage, tolls and rents filed with referee in bankruptcy. Received first and final dividend of 20 per cent. Closed.

In re South Coast Steamship Co., Bankrupt: No. 25857-S. In Bankruptcy. United States District Court, Northern District of California, Southern Division. Proof of Claim of Board of State Harbor Commissioners for rental, dockage, tolls, wharf demurrage and dock storage filed. First account filed. Dividend of thirty-three and one-third per cent paid to priority creditors. No dividend to general creditors, of which the Board was one. Pending.

Tennyson v. W. P. Fuller & Co.-W. P. Fuller & Co. v. Tennyson, et al., and Harbor Board. No. 67580, Municipal Court. Action to recover amount alleged to be due from defendant to plaintiff. Cross-complaint filed by defendant W. P. Fuller & Co. against plaintiff and Harbor Board and others. Answer of Harbor Board set up claim to lien on vessel for dockage and other services. Judgment for the Board in the sum of \$250.22, which amount has been paid. Closed.

In re Transmarine Corporation. In Receivership. In Equity, No. 2518-S, United States District Court, Northern District of California, Southern Division. Claim of the Board of State Harbor Commissioners for wharfage, tolls and rentals in the sum of \$831.31 filed with Ancillary receivers in San Francisco and Main receivers in New Jersey. Board has received \$645.50 of this amount. Third and final dividend to general creditors received May 27, 1935. Closed.

Waldon et al. v. The American Steamship "Daisy": No. 21944-S, in Admiralty. United States District Court, Northern District of California, Southern Division. Libel in admiralty filed by Board for dockage and tolls. Vessel sold under order of Admiralty Court. United States Commissioner filed report on priority of claims. United States District Court confirmed Commissioner's report and ordered distribution of entire amount realized on sale of vessel to preferred creditors, leaving nothing for general creditors, of which the Board was one, excepting the amount of \$12.96 costs, which was ordered paid to and was received by the Board. Closed.

People v. Wallier. No. 67800, Municipal Court. Action for money due for rental of office space in the sum of \$65.00. Judgment for plaintiff for \$65.00 and costs. Pending.

V MISCELLANEOUS

(a) *Opinions:* Opinions were rendered to the Board in re the following matters:

Section 2550, Political Code, authorizes Board of State Harbor Commissioners to request, in writing, the Board of Police Commissioners of City and County of San Francisco to appoint as special policemen, wharfingers and toll collectors in the employ of said Board. Such special policemen are state officers, acting under the direction and control of the Harbor Board, and the said Board is not responsible for acts or omissions of such policemen, unless commissioners direct such acts to be done or personally cooperate therein. Special policemen must be paid from support funds of the Board.

Harbor Board is not authorized to petition the Police Commission of the City and County of San Francisco for the appointment as special policemen of private watchmen employed and paid by steamship companies, though Board may endorse such petition. Badges of such special policemen should be furnished by Police Commission.

It is the duty of the Controller to satisfy himself as to the legality of traveling expenses without the State, before drawing his warrant for payment of the same. Requirement of prior approval by the Controller of such expense by Harbor Board employees is a reasonable regulation.

Harbor Commission employees under Civil Service, on dredges and tugs, employed on a monthly basis and receiving regular monthly salaries, may be required to work not more than 44 hours per week. Noncivil service employees may be put on a 5-day week, if such arrangement is considered "practicable" by the Board.

State Belt Railroad not required to pay assessments under Section 14 of Act of Congress of June 13, 1934 (49 U.S.C.A., Sec. 264).

Harbor Board is without power to grant permission to City and County of San Francisco to locate a sewer main through the State Belt Railroad tunnel at Fort Mason, California.

Civil Service employee laid off under Section 14a of Civil Service Act before end of service year is not entitled to vacation pay on or after layoff.

Harbor Board is not empowered to include in bid for dockage charges for government vessels, a stipulation concerning minimum hours and wages required under federal laws.

Harbor Board is not required to furnish data to National Mediation Board under the terms of Section 5, Third (e) of the Railway Labor Act (45 U.S.C.A., Sec. 155, Third (e)). State Belt Railroad is not a common carrier.

An employee laid off 15 days before end of service year is not entitled to vacation pay after layoff.

The State of California is not liable for damage to a warehouse of the A. T. & S. F. Railway Company done in the course of performance of a contract of switching a car for said railway by the State Belt Railroad.

Contracts for construction of improvements financed in part by Federal Emergency Administration of Public Works may legally be made by naming "Board of State Harbor Commissioners of the State of California" as one of the parties thereto.

Harbor Board is obligated to pay:

(1) Reasonable value of handtrucking of carload of salt, necessitated by failure of Belt Line Railroad to spot car on pier;

(2) Reasonable value of hire of Western Pacific tug necessitated by failure of electric current which prevented removal of barge from slip.

Harbor Board has authority to pay cost of telegrams to members of Congress relating to proposed legislation considered detrimental to interests of the harbor and state. Question of lobbying discussed.

Harbor Board not authorized to repair damages to privately owned pier occasioned by collision between barge of the Board and the pier, which was the result of an inevitable accident.

Harbor Board should make reports required by Railroad Retirement Act of 1935 (45 U.S.C.A., Secs. 215-222) under protest. Discussion of application of Interstate Commerce Act and Railroad Retirement Act to State Belt Railroad.

(b) *Harbors and Navigation Code:*

The Harbor Board has been asked by the California Code Commission to cooperate with it in the preparation of a proposed "Harbors and Navigation Code" to be submitted to the Legislature. A portion of the first draft of this code has been submitted to the Board for its suggestions, which is now being considered.

(c) *Income Tax Matters:*

Proceedings have been instituted by the federal government against one of the commissioners and various Harbor Board employees with respect to the payment of income tax on their salaries received as such commissioner and employees. The question involved is whether or not the Board of State Harbor Commissioners, in its operation of the harbor, is performing an essential governmental function. A hearing on this matter has been held before the United States Board of Tax Appeals and the matter of the liability of the Commissioner and Harbor Board employees has been submitted for the decision of said Board on briefs to be filed. Pending.

(d) *Aquatic Park:*

Negotiations have been proceeding between the Board and the City and County of San Francisco for the purpose of relocating a portion of the Belt Line Railroad track in the vicinity of Aquatic Park, connecting with the Fort Mason tunnel, so as to reroute traffic through said tunnel over a spur track of the Southern Pacific Company located on North Point and Beach streets. Pending.

REPORT OF BOARD OF STATE HARBOR COMMISSIONERS

FINANCIAL REPORT OF THE EIGHTY-SIXTH AND EIGHTY-SEVENTH FISCAL YEARS ENDED
JUNE 30, 1935, AND JUNE 30, 1936

Account 1—Comparative Statement of Status of Financial Accounts, as of June 30, 1936, and June 30, 1935:

- Schedule 1. Fort Mason Tunnel Account.
- Schedule IIA. Third San Francisco Seawall Sinking Fund Balance Sheet, as of June 30, 1936.
- Schedule IIB. Third San Francisco Seawall Sinking Fund Transactions from July 1, 1934, to June 30, 1936.
- Schedule IIIA. Second San Francisco Seawall Sinking Fund Balance Sheet, as of June 30, 1936.
- Schedule IIIB. Second San Francisco Seawall Sinking Fund Transactions from July 1, 1934, to June 30, 1936.
- Schedule IVA. India Basin Sinking Fund Balance Sheet, as of June 30, 1936.
- Schedule IVB. India Basin Sinking Fund Transactions from July 1, 1934, to June 30, 1936.
- Schedule V. Comparative Statement of Property and Equipment, as of June 30, 1936, and June 30, 1935.
- Schedule VI. Summary Statement of Property and Equipment acquired during the fiscal years 1934-1935 and 1935-1936, from various funds, and retirements, losses and transfers for the same period.

Account 11—Comparative Statement of Income and Expense for the fiscal years ended June 30, 1936, and June 30, 1935:

- Schedule I. Comparative Statement of Analyses of Income from Operations for the fiscal years ended June 30, 1936, and June 30, 1935.
 - Schedule II. Comparative Statement of Expenditures for Administration, Operation and Maintenance for the fiscal years ended June 30, 1936, and June 30, 1935.
- Exhibit A. Statement showing contracts under way at date of last biennial report and since completed.
 - Exhibit B. Statement showing work contracted for and completed within the biennial period July 1, 1934, to June 30, 1936.
 - Exhibit C. Statement showing work contracted for and not completed within biennial period July 1, 1934, to June 30, 1936.
 - Exhibit D. Summary of tonnage over wharves for the fiscal years 1934-1935 and 1935-1936.
 - Exhibit E. Summary statement showing tons of freight discharged and loaded over the State wharves during the forty-two years from 1894-1936.

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I
Comparative Statement of Status of Financial Accounts as of June 30, 1936, and June 30, 1935

| | Fiscal year ended June 30, 1936 | | Fiscal year ended June 30, 1935 | |
|---|---------------------------------|------------------|---------------------------------|------------------|
| | Detail | Total | Detail | Total |
| ASSETS | | | | |
| Fixed assets— | | | | |
| Land..... | \$44,487,109 11 | | \$44,487,109 11 | |
| Buildings and structures..... | 55,406,849 93 | | 55,256,913 33 | |
| Equipment..... | 911,347 17 | | 908,845 36 | |
| Investment in State Belt Railroad of California..... | \$51,672 31 | | \$51,672 31 | |
| Deduct net amount of depreciation less adjustments..... | 29,737 40 | | 26,848 96 | |
| Total fixed assets..... | | \$100,827,241 12 | | \$100,677,691 15 |
| Current assets— | | | | |
| Funds: | | | | |
| San Francisco Harbor Improvement Fund..... | \$1,621,245 27 | | \$1,027,537 95 | |
| Third San Francisco Seawall Fund..... | 332,322 23 | | 381,980 36 | |
| Cash on hand: | | | | |
| Revolving Fund..... | 35,000 00 | | 175,000 00 | |
| Cash, State..... | | | 235,207 56 | |
| Cash, trust..... | 1,092 89 | | 1,081 57 | |
| Accounts receivable..... | 381,438 48 | | 382,742 04 | |
| Store..... | 48,838 45 | | 52,644 39 | |
| Work in process..... | 5,495 06 | | 3,126 05 | |
| Clearing account..... | 243 72 | | 6,382 87 | |
| Total current assets..... | | \$2,425,676 10 | | \$2,265,702 79 |
| Sinking funds— | | | | |
| Second San Francisco Seawall..... | \$1,448,158 36 | | \$1,243,176 58 | |
| Third San Francisco Seawall..... | 633,306 92 | | 465,084 28 | |
| India Basin..... | 148,673 64 | | 128,815 31 | |
| Total sinking funds..... | | \$2,230,138 92 | | \$1,837,076 17 |
| Total assets..... | | \$105,483,056 14 | | \$104,780,470 11 |

| | | | |
|--|-----------------|-----------------|-----------------|
| LIABILITIES | | | |
| Funded debt— | | | |
| India Basin bonds issued and outstanding----- | \$853,000 00 | \$853,000 00 | |
| Second San Francisco Seawall bonds issued and outstanding----- | 9,000,000 00 | 9,000,000 00 | |
| Third San Francisco Seawall bonds issued and outstanding----- | 8,550,000 00 | 8,550,000 00 | |
| Total funded debt----- | \$18,403,000 00 | \$18,403,000 00 | |
| Current liabilities— | | | |
| Claims payable: | | | |
| San Francisco Harbor Improvement Fund----- | \$80,696 19 | | |
| Third San Francisco Seawall Fund----- | 32,409 70 | | |
| Bond interest accrued----- | \$113,105 89 | \$66,111 34 | \$68,309 91 |
| Special depositors----- | 368,059 94 | 2,198 57 | 368,060 00 |
| | 1,092 89 | | 1,081 57 |
| Total current liabilities----- | | \$482,258 72 | \$437,451 48 |
| Total liabilities----- | | \$18,885,258 72 | \$18,840,451 48 |
| Net assets over liabilities----- | | \$86,597,797 42 | \$85,940,018 63 |
| SURPLUS AND RESERVES | | | |
| Surplus—For replacement of facilities and retirement of bonds | | | |
| Balance at beginning of period----- | \$6,407,835 04 | \$6,026,786 75 | |
| Add net income for the period----- | 663,411 44 | \$404,656 78 | 381,048 29 |
| Less prior year adjustments----- | | 23,608 49 | |
| Balance in surplus end of period----- | \$7,071,246 48 | | \$6,407,835 04 |
| Reserves— | | | |
| For depreciation----- | 15,849,052 01 | | 15,885,619 80 |
| Total earned surplus and reserve----- | \$22,920,298 49 | | \$22,293,454 84 |
| Property valuation surplus----- | 63,617,004 68 | | 63,646,563 79 |
| Federal P.W.A. grants----- | 60,494 25 | | |
| Total surplus and reserves----- | | \$86,597,797 42 | \$85,940,018 63 |

BOARD OF STATE HARBOR COMMISSIONERS. FORT MASON TUNNEL ACCOUNT—
ACCOUNT I. SCHEDULE I

Analysis of Account Showing Liquidation to June 30, 1936, of the Cost of that Section of the Fort Mason Tunnel within the Confines of the Fort Mason Military Reservation in Accordance with the Agreement between the Board of State Harbor Commissioners and the United States Government.

EXCERPTS FROM THE AGREEMENT REFERRED TO:

SECTION 3. "That all freight of the United States, or freight originating or incident to any portion of the region to the east or west of Fort Mason passing through the tunnel shall pay, in addition to an equitable track and switching charge, a tunnel charge of \$10.00 per car."

SECTION 5. "All tunnel charges shall be applied toward paying the cost of the work * * * including interest at 5 per cent per annum, and as soon as that sum has been paid said charges will cease and thereafter there shall be no further tunnel charges. If unforeseen or unusual conditions or accidents shall at any time make a further charge necessary or equitable, it shall be governed by additional regulations of the Secretary of War."

| | Cost | Interest charges | Tunnel toll credits | Balance |
|---|--------------|------------------|---------------------|--------------|
| Cost of that section within the confines of the Fort Mason Military Reservation—per Chief Engineer's figures at date of acceptance, October 22, 1914..... | \$273,149 38 | | | |
| June 30, 1915..... | | \$9,446 42 | \$8,500 00 | \$274,095 80 |
| June 30, 1916..... | | 13,704 79 | 18,155 00 | 269,645 59 |
| June 30, 1917..... | | 13,482 28 | 14,705 00 | 268,422 87 |
| June 30, 1918..... | | 13,421 14 | 33,970 00 | 247,874 01 |
| June 30, 1919..... | | 12,393 70 | 40,340 00 | 219,927 71 |
| June 30, 1920..... | | 10,996 39 | 23,020 00 | 207,904 10 |
| June 30, 1921..... | | 10,395 20 | 28,304 00 | 189,995 30 |
| June 30, 1922..... | | 9,499 77 | 13,000 00 | 186,495 07 |
| June 30, 1923..... | | 9,324 75 | 10,010 00 | 185,809 82 |
| June 30, 1924..... | | 9,290 49 | 9,740 00 | 185,360 31 |
| June 30, 1925..... | | 9,268 02 | 12,520 00 | 182,108 33 |
| June 30, 1926..... | | 4,461 98 | 10,920 00 | 175,650 31 |
| June 30, 1927..... | | 8,737 42 | 8,920 00 | 175,467 73 |
| June 30, 1928..... | | 8,677 76 | 10,830 00 | 173,315 49 |
| June 30, 1929..... | | 8,621 41 | 8,840 00 | 173,096 90 |
| June 30, 1930..... | | 8,632 04 | 8,230 00 | 173,498 94 |
| June 30, 1931..... | | 8,608 48 | 9,520 00 | 172,587 42 |
| June 30, 1932..... | | 8,616 49 | 7,620 00 | 173,583 91 |
| June 30, 1933..... | | 8,673 03 | 9,210 00 | 173,046 94 |
| June 30, 1934..... | | 8,487 98 | 13,060 00 | 168,474 92 |
| June 30, 1935..... | | 8,253 56 | 13,610 00 | 163,118 48 |
| June 30, 1936..... | | 8,012 89 | 11,690 00 | 159,441 37 |
| Totals..... | \$273,149 38 | \$211,005 99 | \$324,714 00 | \$159,441 37 |

* The balance due is part of the Accounts Receivable as shown in Account I.

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE II-A

Third San Francisco Seawall Sinking Fund Balance Sheet as of June 30, 1936

| Investments as follows—Bonds | Date of issue | Rate | Number of bonds | Par value | Amount |
|---|---------------|------|-----------------|-------------|--------------|
| ASSETS | | | | | |
| State of California Harbor Improvement..... | 7/ 2/11 | 4% | 57 | \$1,000 00 | \$57,000 00 |
| State of California Harbor Improvement..... | 7/ 2/15 | 4% | 84 | 1,000 00 | 84,000 00 |
| State of California State and University Buildings..... | 1/ 2/27 | 4½% | 8 | 1,000 00 | 8,000 00 |
| State of California State and University Buildings..... | 1/ 2/27 | 4½% | 19 | 1,000 00 | 19,000 00 |
| State of California Highways..... | 7/ 3/11 | 4% | 12 | 1,000 00 | 12,000 00 |
| State of California Highways..... | 7/ 3/17 | 4½% | 23 | 1,000 00 | 23,000 00 |
| State of California Highways..... | 11/ 3/21 | 5% | 2 | 1,000 00 | 2,000 00 |
| State of California Highways..... | 9/ 3/22 | 4½% | 7 | 1,000 00 | 7,000 00 |
| State of California Highways..... | 5/ 3/23 | 4½% | 30 | 1,000 00 | 30,000 00 |
| State of California Highways..... | 10/ 3/23 | 4½% | 57 | 1,000 00 | 57,000 00 |
| State of California Highways..... | 5/ 3/24 | 4½% | 29 | 1,000 00 | 29,000 00 |
| State of California Parks..... | 1/ 2/29 | 4½% | 6 | 1,000 00 | 6,000 00 |
| State of California Parks..... | 1/ 2/29 | 4½% | 1 | 1,000 00 | 1,000 00 |
| State of California Sacramento State Buildings..... | 7/ 2/15 | 4% | 74 | 500 00 | 37,000 00 |
| State of California University Buildings..... | 1/ 5/15 | 4½% | 9 | 1,000 00 | 9,000 00 |
| State of California San Francisco State Buildings..... | 7/ 2/15 | 4% | 1 | 1,000 00 | 1,000 00 |
| State of California Tenth Olympiad..... | 1/ 2/29 | 4½% | 5 | 1,000 00 | 5,000 00 |
| State of California Veterans' Welfare..... | 5/ 1/28 | 4% | 1 | 1,000 00 | 1,000 00 |
| State of California Veterans' Welfare..... | 2/ 1/31 | 4½% | 2 | 1,000 00 | 2,000 00 |
| State of California Veterans' Welfare..... | 6/ 1/31 | 4% | 9 | 1,000 00 | 9,000 00 |
| State of California Veterans' Welfare..... | 10/ 1/31 | 4% | 5 | 1,000 00 | 5,000 00 |
| State of California Veterans' Welfare..... | 12/ 1/31 | 4½% | 2 | 1,000 00 | 2,000 00 |
| State of California Veterans' Welfare..... | 4/ 1/32 | 4½% | 2 | 1,000 00 | 2,000 00 |
| Total bonds at par..... | | | | | \$408,000 00 |
| Add— | | | | | |
| Premiums paid..... | | | | \$49,371 38 | |
| Accrued interest paid..... | | | | 3,787 92 | |
| Total..... | | | | \$53,159 30 | |
| Less discounts..... | | | | 06 | |
| | | | | | 53,159 24 |
| Total..... | | | | | \$461,159 24 |
| Cash on hand..... | | | | | 172,147 68 |
| Total assets..... | | | | | \$633,306 92 |
| LIABILITIES | | | | | |
| Bond interest payable July 2, 1936..... | | | | | 171,000 00 |
| Net Sinking Fund assets..... | | | | | \$462,306 92 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I SCHEDULE II-B

Statement of Third San Francisco Seawall Sinking Fund Transactions
from July 1, 1934, to June 30, 1936

| | | | |
|--|-------------|--------------|----------------|
| Sinking Fund balance July 1, 1934..... | | | \$162,554 13 |
| Accretions to Sinking Fund: | | | |
| Cash transferred from Harbor Improvement Fund— | | | |
| For bond interest..... | | \$684,000 00 | |
| For bond redemptions..... | | 309,932 41 | |
| | | | 993,932 41 |
| Interest earned on securities..... | | | 19,506 25 |
| Total accretions and balance..... | | | \$1,175,992 79 |
| Disbursements from Sinking Fund: | | | |
| Bond interest paid..... | | \$674,000 00 | |
| Security investments at par..... | | \$284,500 00 | |
| Add— | | | |
| Premiums paid..... | \$42,751 49 | | |
| Accrued interest paid..... | 2,593 62 | | |
| Total..... | \$45,345 11 | | |
| Less discounts..... | | | |
| | | 45,345 11 | |
| Net disbursements for investments..... | | | 329,845 11 |
| Total disbursements..... | | | \$1,003,845 11 |
| Balance June 30, 1936..... | | | \$172,147 68 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE III-A

Second San Francisco Seawall Sinking Fund Balance Sheet as of June 30, 1936

| Investments as follows—Bonds | Date of issue | Rate | Number of bonds | Par value | Amount |
|---|---------------|------|-----------------|-------------|----------------|
| ASSETS | | | | | |
| State of California San Francisco Harbor Improvement..... | 7/ 2/11 | 4% | 159 | \$1,000 00 | \$159,000 00 |
| State of California San Francisco Harbor Improvement..... | 7/ 2/15 | 4% | 209 | 1,000 00 | 209,000 00 |
| State of California Highways..... | 7/ 3/11 | 4% | 71 | 1,000 00 | 71,000 00 |
| State of California Highways..... | 7/ 3/17 | 4½% | 69 | 1,000 00 | 69,000 00 |
| State of California Highways..... | 7/ 3/21 | 5¾% | 5 | 1,000 00 | 5,000 00 |
| State of California Highways..... | 11/ 3/21 | 5% | 14 | 1,000 00 | 14,000 00 |
| State of California Highways..... | 9/ 3/22 | 4¼% | 23 | 1,000 00 | 23,000 00 |
| State of California Highways..... | 5/ 3/23 | 4¼% | 58 | 1,000 00 | 58,000 00 |
| State of California Highways..... | 10/ 3/23 | 4¾% | 78 | 1,000 00 | 78,000 00 |
| State of California Highways..... | 5/ 3/24 | 4½% | 35 | 1,000 00 | 35,000 00 |
| State of California India Basin..... | 7/ 2/11 | 4% | 17 | 1,000 00 | 17,000 00 |
| State of California Tenth Olympiad..... | 1/ 2/29 | 4½% | 2 | 1,000 00 | 2,000 00 |
| State of California Parks..... | 1/ 2/29 | 4% | 22 | 1,000 00 | 22,000 00 |
| State of California Sacramento State Building.. | 7/ 2/15 | 4% | 140 | 500 00 | 70,000 00 |
| State of California State and University Buildings..... | 1/ 2/27 | 4¼% | 45 | 1,000 00 | 45,000 00 |
| State of California State and University Buildings..... | 1/ 2/27 | 4¼% | 88 | 1,000 00 | 88,000 00 |
| State of California State and University Buildings..... | 1/ 5/15 | 4¼% | 20 | 1,000 00 | 20,000 00 |
| State of California Veterans Welfare Board..... | 2/ 1/24 | 4½% | 19 | 1,000 00 | 19,000 00 |
| State of California Veterans Welfare Board..... | 2/ 1/27 | 4½% | 5 | 1,000 00 | 5,000 00 |
| State of California Veterans Welfare Board..... | 6/ 1/27 | 4¼% | 2 | 1,000 00 | 2,000 00 |
| State of California Veterans Welfare Board..... | 2/ 1/28 | 4% | 27 | 1,000 00 | 27,000 00 |
| State of California Veterans Welfare Board..... | 5/ 1/28 | 4% | 6 | 1,000 00 | 6,000 00 |
| State of California Veterans Welfare Board..... | 10/ 1/28 | 4¼% | 13 | 1,000 00 | 13,000 00 |
| State of California Veterans Welfare Board..... | 2/ 1/31 | 4¼% | 9 | 1,000 00 | 9,000 00 |
| State of California Veterans Welfare Board..... | 10/ 1/31 | 4% | 5 | 1,000 00 | 5,000 00 |
| State of California Veterans Welfare Board..... | 12/ 1/31 | 4½% | 75 | 1,000 00 | 75,000 00 |
| State of California Veterans Welfare Board..... | 4/ 1/32 | 4½% | 10 | 1,000 00 | 10,000 00 |
| State of California Veterans Welfare Board..... | 6/ 1/31 | 4% | 17 | 1,000 00 | 17,000 00 |
| State of California Veterans Welfare Board..... | 5/ 1/25 | 4½% | 2 | 1,000 00 | 2,000 00 |
| Total bonds at par..... | | | | | \$1,175,000 00 |
| Add— | | | | | |
| Premiums paid..... | | | | \$87,906 15 | |
| Accrued interest paid..... | | | | 9,438 24 | |
| Total..... | | | | \$97,344 39 | |
| Less discounts..... | | | | 4,974 24 | |
| | | | | | \$92,370 15 |
| Total..... | | | | | \$1,267,370 15 |
| Cash on hand..... | | | | | 180,788 21 |
| Total assets..... | | | | | \$1,448,158 36 |
| LIABILITIES | | | | | |
| Bond interest payable July 2, 1936..... | | | | | \$180,000 00 |
| Net Sinking Fund assets..... | | | | | \$1,268,158 36 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE III-B

Statement of Second San Francisco Seawall Sinking Fund Transactions,
July 1, 1934, to June 30, 1936

| | | |
|--|--------------|----------------|
| Sinking Fund balance July 1, 1934..... | | \$180,153 59 |
| Accretions to Sinking Fund: | | |
| Cash transferred from Harbor Improvement Fund— | | |
| For bond interest..... | \$720,000 00 | |
| For bond redemptions..... | 321,428 56 | |
| | | \$1,041,428 56 |
| Interest earned on securities..... | | 81,181 25 |
| Total accretions and balance..... | | \$1,302,763 40 |
| Disbursements from Sinking Fund: | | |
| Bond interest paid..... | \$720,000 00 | |
| Security investments at par..... | \$347,500 00 | |
| Add— | | |
| Premium paid..... | \$51,866 30 | |
| Accrued interest paid..... | 2,608 89 | |
| Total..... | \$54,475 19 | |
| Less discounts..... | | |
| | \$54,475 19 | |
| Net disbursements for investments..... | | \$401,975 19 |
| Total disbursements..... | | \$1,121,975 19 |
| Balance June 30, 1936..... | | \$180,788 21 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE IV-A

India Basin Sinking Fund Balance Sheet as of June 30, 1936

| Investments as follows—Bonds | Date of issue | Rate | Number of bonds | Par value | Amount |
|---|---------------|------|-----------------|-------------|--------------|
| ASSETS | | | | | |
| State of California San Francisco Harbor Improvement..... | 7/ 2/11 | 4% | 13 | \$1,000 00 | \$13,000 00 |
| State of California San Francisco Harbor Improvement..... | 7/ 2/15 | 4% | 19 | 1,000 00 | 19,000 00 |
| State of California Highways..... | 7/ 3/11 | 4% | 13 | 1,000 00 | 13,000 00 |
| State of California Highways..... | 7/ 3/17 | 4½% | 2 | 1,000 00 | 2,000 00 |
| State of California Highways..... | 7/ 3/19 | 4½% | 1 | 1,000 00 | 1,000 00 |
| State of California Highways..... | 7/ 3/21 | 5¾% | 2 | 1,000 00 | 2,000 00 |
| State of California Highways..... | 11/ 3/21 | 5% | 1 | 1,000 00 | 1,000 00 |
| State of California Highways..... | 9/ 3/22 | 4½% | 1 | 1,000 00 | 1,000 00 |
| State of California Highways..... | 5/ 3/23 | 4½% | 6 | 1,000 00 | 6,000 00 |
| State of California Highways..... | 10/ 3/23 | 4¾% | 9 | 1,000 00 | 9,000 00 |
| State of California Highways..... | 5/ 3/24 | 4½% | 8 | 1,000 00 | 8,000 00 |
| State of California India Basin..... | 1/ 2/11 | 4% | 3 | 1,000 00 | 3,000 00 |
| State of California Tenth Olympiad..... | 1/ 2/29 | 4½% | 1 | 1,000 00 | 1,000 00 |
| State of California Parks..... | 1/ 2/29 | 4% | 1 | 1,000 00 | 1,000 00 |
| State of California State University Buildings..... | 1/ 2/27 | 4½% | 4 | 1,000 00 | 4,000 00 |
| State of California State University Buildings..... | 1/ 2/27 | 4½% | 9 | 1,000 00 | 9,000 00 |
| State of California State University Buildings..... | 1/ 5/15 | 4½% | 2 | 1,000 00 | 2,000 00 |
| State of California Sacramento State Buildings..... | 7/ 2/15 | 4% | 12 | 500 00 | 6,000 00 |
| State of California Veterans Welfare..... | 2/ 1/28 | 4% | 3 | 1,000 00 | 3,000 00 |
| State of California Veterans Welfare..... | 10/ 1/28 | 4½% | 10 | 1,000 00 | 10,000 00 |
| State of California Veterans Welfare..... | 6/ 1/31 | 4% | 1 | 1,000 00 | 1,000 00 |
| State of California Veterans Welfare..... | 10/ 1/31 | 4% | 3 | 1,000 00 | 3,000 00 |
| State of California Veterans Welfare..... | 12/ 1/31 | 4½% | 2 | 1,000 00 | 2,000 00 |
| State of California Veterans Welfare..... | 2/ 1/31 | 4½% | 2 | 1,000 00 | 2,000 00 |
| Total bonds at par..... | | | | | \$122,000 00 |
| Add— | | | | | |
| Premiums paid..... | | | | \$8,956 13 | |
| Accrued interest paid..... | | | | 1,105 10 | |
| Total..... | | | | \$10,061 23 | |
| Less discount..... | | | | 489 11 | |
| | | | | | \$9,572 12 |
| Total..... | | | | | \$131,572 12 |
| Cash on hand..... | | | | | 17,101 52 |
| Total assets..... | | | | | \$148,673 64 |
| LIABILITIES | | | | | |
| Bond interest payable July 2, 1936..... | | | | | \$17,059 94 |
| Net Sinking Fund assets..... | | | | | \$131,613 70 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE IV-B
Statement of India Basin Sinking Fund Transactions from July 1, 1934, to June 30, 1936

| | | | |
|--|-------------|-------------|--------------|
| Sinking Fund balance July 1, 1934..... | | | \$17,162 76 |
| Accretions to Sinking Fund: | | | |
| Cash transferred from Harbor Improvement Fund— | | | |
| For bond interest..... | | \$68,239 94 | |
| For bond redemptions..... | | 30,464 28 | |
| | | | \$98,704 22 |
| Interest earned on securities..... | | | 8,538 75 |
| Total accretions and balance..... | | | \$124,405 73 |
| Disbursements from Sinking Fund: | | | |
| Bond interest paid..... | | \$68,240 00 | |
| Security investments at par..... | \$33,500 00 | | |
| Add— | | | |
| Premiums paid..... | \$5,286 22 | | |
| Accrued interest paid..... | 277 99 | | |
| Total..... | \$5,564 21 | | |
| Less discount..... | | | |
| | | \$5,564 21 | |
| Net disbursement for investments..... | | \$39,064 21 | |
| Total disbursements..... | | | \$107,304 21 |
| Balance June 30, 1936..... | | | \$17,101 52 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V

Comparative Statement of Property and Equipment as of June 30, 1936, and June 30, 1935

| | Unit number | Fiscal year ended June 30, 1936 | Fiscal year ended June 30, 1935 |
|---|----------------|---------------------------------------|---------------------------------------|
| Land— | | | |
| Seawall lots and other lands: | | | |
| Seawall lot..... | 300 | \$1 00 | \$1 00 |
| Seawall lot..... | 301 | 67,500 00 | 67,500 00 |
| Seawall lot..... | 302 | 131,250 00 | 131,250 00 |
| Seawall lot..... | 303 | 199,875 00 | 199,875 00 |
| Seawall lot..... | 311 | 200,000 00 | 200,000 00 |
| Seawall lot..... | 312 | 25,000 00 | 25,000 00 |
| Seawall lot..... | 313 | 120,000 00 | 120,000 00 |
| Seawall lot..... | 314 | 110,000 00 | 110,000 00 |
| Seawall lot..... | 315 | 150,000 00 | 150,000 00 |
| Seawall lot..... | 316 | 50,000 00 | 50,000 00 |
| Seawall lot..... | 317 | 325,000 00 | 325,000 00 |
| Seawall lot..... | 318 | 145,000 00 | 145,000 00 |
| Seawall lot..... | 319 | 25,000 00 | 25,000 00 |
| Seawall lot..... | 320 | 28,500 00 | 28,500 00 |
| Seawall lot..... | 321 | 262,500 00 | 262,500 00 |
| Seawall lot..... | 322 | 440,000 00 | 440,000 00 |
| Seawall lot..... | 323 | 20,000 00 | 20,000 00 |
| Seawall lot..... | 324 | 300,000 00 | 300,000 00 |
| Seawall lot..... | 325 | 505,000 00 | 505,000 00 |
| Seawall lot..... | 326 | 25,000 00 | 25,000 00 |
| Seawall lot..... | 327 | 94,588 00 | 94,588 00 |
| Seawall lot..... | 328 | 107,176 00 | 107,176 00 |
| Seawall lot..... | 329 | 51,180 50 | 51,180 50 |
| Seawall lot..... | 330 | 342,275 50 | 342,275 50 |
| Seawall lot..... | 331 | 51,187 50 | 51,187 50 |
| Seawall lot..... | 332 | 366,727 50 | 366,727 50 |
| Seawall lot..... | 333 | 397,399 50 | 397,399 50 |
| Seawall lot..... | 334 | 489,865 50 | 489,865 50 |
| Seawall lot..... | 335 | 69,414 00 | 69,414 00 |
| Seawall lot..... | 336 | 851,161 00 | 851,161 00 |
| Seawall lot..... | 337 | 2,302,690 50 | 2,302,690 50 |
| Seawall lot..... | 338 | 317,300 00 | 317,300 00 |
| Seawall lot..... | 339 | 13,500 00 | 13,500 00 |
| Seawall lot..... | 340 | 610,000 00 | 610,000 00 |
| Seawall lot..... | 342 | 28,750 00 | 28,750 00 |
| Seawall lot..... | 343 | 16,546 24 | 16,546 24 |
| Seawall lot, purchased..... | 344 | 857,211 22 | 857,211 22 |
| Seawall lot, Reclamation No. 1..... | 344 | 16,978 82 | 16,978 82 |
| Seawall lot, Reclamation No. 2..... | 344 | 432,906 48 | 432,906 48 |
| Clay and Merchant Streets..... | | 150,000 00 | 150,000 00 |
| Total seawall lots and other lands..... | | \$10,696,484 26 | \$10,696,484 26 |
| Submerged lands inside of solid fill line..... | | 4,914,598 95 | 4,914,598 95 |
| Submerged lands outside of solid fill line..... | | 28,875,957 90 | 28,875,957 90 |
| Reclaimed lands in El Embarcadero..... | | 31 00 | 31 00 |
| Submerged lands, all other streets..... | | 37 00 | 37 00 |
| Total land..... | | \$44,487,109 11 | \$44,487,109 11 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued

Comparative Statement of Property and Equipment as of June 30, 1936, and June 30, 1935

| | Unit number | Fiscal year ended June 30, 1936 | Fiscal year ended June 30, 1935 |
|---|----------------|---------------------------------------|---------------------------------------|
| Buildings and structures— | | | |
| Piers and wharf substructures: | | | |
| Substructure..... | 1 | \$322,575 05 | \$322,575 05 |
| Substructure..... | 3 | 285,272 17 | 285,272 17 |
| Substructure..... | (New) 5 | 1,822 74 | 1,822 74 |
| Substructure..... | (Old) 5 | 105,960 42 | 105,960 42 |
| Substructure..... | 7 | 97,582 80 | 97,582 80 |
| Substructure..... | 9 | 31,399 98 | 31,399 98 |
| Substructure..... | 11 | 105,193 58 | 105,193 58 |
| Substructure..... | 14 | 244,865 66 | 244,865 66 |
| Substructure..... | 15 | 464,798 30 | 464,798 30 |
| Substructure..... | 16 | 286,696 63 | 286,696 63 |
| Substructure..... | 17 | 341,878 32 | 341,878 32 |
| Substructure..... | 18 | 283,243 48 | 283,243 48 |
| Substructure..... | (New) 19 | 6,173 59 | 5,402 79 |
| Substructure..... | (Old) 19 | 66,791 04 | 66,791 04 |
| Substructure..... | 20 | 216,463 94 | 216,463 94 |
| Substructure..... | 22 | 274,284 98 | 274,284 98 |
| Substructure..... | (New) 23 | 477,857 02 | 477,857 02 |
| Substructure..... | 24 | 257,885 60 | 218,904 06 |
| Substructure..... | 25 | 140,061 82 | 131,372 89 |
| Substructure..... | 26 | 874,787 75 | 874,787 75 |
| Substructure..... | 27 | 176,833 36 | 176,833 36 |
| Substructure..... | 28 | 555,033 94 | 555,033 94 |
| Substructure..... | 29 | 647,032 21 | 647,032 21 |
| Substructure..... | 30 | 969,817 82 | 969,817 82 |
| Substructure..... | 31 | 281,364 96 | 281,364 96 |
| Substructure..... | 32 | 844,281 40 | 844,281 40 |
| Substructure..... | 33 | 361,476 78 | 361,476 78 |
| Substructure..... | 34 | 277,923 82 | 277,923 82 |
| Substructure..... | 36 | 930,306 67 | 930,306 67 |
| Substructure..... | 36 | 362,257 59 | 362,257 59 |
| Substructure..... | 37 | 368,578 46 | 368,578 46 |
| Substructure..... | 38 | 515,935 77 | 509,346 37 |
| Substructure..... | 39 | 677,585 91 | 677,585 91 |
| Substructure..... | 40 | 481,964 03 | 478,250 57 |
| Substructure..... | 41 | 280,043 32 | 280,043 32 |
| Substructure..... | 42 | 239,945 64 | 239,956 26 |
| Substructure..... | 43 | 190,904 78 | 207,860 49 |
| Substructure..... | 44 | 299,543 87 | 248,691 39 |
| Substructure..... | 45 | 1,407,032 01 | 1,407,032 01 |
| Substructure..... | 46 | 202,016 32 | 202,016 32 |
| Substructure..... | 47 | 44,870 75 | 44,870 75 |
| Substructure..... | 48 | 884,166 83 | 883,728 28 |
| Substructure..... | 49 | 121,736 58 | 121,736 58 |
| Substructure..... | 50 | 748,525 26 | 748,525 26 |
| Miscellaneous substructures | 52 | 9,850 78 | 9,850 78 |
| Substructure..... | 54 | 344,904 25 | 344,031 54 |
| State Products Terminal..... | 56 | 837,462 24 | 837,462 24 |
| Channel Street Wharf..... | 58 | 17,012 30 | 17,012 30 |
| Channel Street Wharf, south side..... | 60 | 19,293 59 | 19,293 59 |
| China Basin Wharf..... | 62 | 21,221 11 | 21,221 11 |
| Sixteenth Street Wharf, north side..... | 64 | 57,474 65 | 57,474 65 |
| Central Basin..... | 66 | 39,296 08 | 39,296 08 |
| Substructure..... | 68 | 14 00 | 14 00 |
| Nineteenth and Twenty-fourth streets Wharf..... | 70 | 4 00 | 4 00 |
| N. Islais Creek, East Third Street..... | 86 | 1 00 | 1 00 |
| Islais Creek S/S, West of third street..... | 88 | 86,431 57 | 86,431 57 |
| Islais Creek Grain Terminal..... | 90 | 239,166 96 | 239,166 96 |
| Islais Creek S/S, East of Third Street..... | 92 | 250,692 71 | 250,692 71 |
| Substructures..... | 344 | 555 20 | 555 20 |
| Total pier and wharf substructures..... | | \$18,678,153 39 | \$18,584,211 85 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued

Comparative Statement of Property and Equipment as of June 30, 1936, and June 30, 1935

| | Unit number | Fiscal year ended June 30, 1936 | Fiscal year ended June 30, 1935 |
|---|----------------|---------------------------------------|---------------------------------------|
| Buildings and structures— | | | |
| Pier and wharf superstructures: | | | |
| Pier shed..... | 1 | \$154,549 97 | \$154,549 97 |
| Pier shed..... | 3 | 122,276 55 | 121,970 21 |
| Pier shed..... | 5 | 38,750 86 | 38,750 86 |
| Pier shed..... | 7 | 71,739 01 | 71,739 01 |
| Pier shed..... | 9 | 189 55 | 11,697 76 |
| Pier shed..... | 11 | 57,914 57 | 57,914 57 |
| Pier shed..... | 14 | 121,601 48 | 121,601 48 |
| Pier shed..... | (New) 15 | 143,238 56 | 142,692 79 |
| Pier shed..... | 16 | 105,236 79 | 105,236 79 |
| Pier shed..... | 17 | 84,227 09 | 84,227 09 |
| Pier shed..... | 18 | 121,444 26 | 121,444 26 |
| Pier shed..... | (New) 19 | 4,524 02 | 1,390 67 |
| Pier shed..... | (Old) 19 | 4,724 10 | 4,724 10 |
| Pier shed..... | 20 | 52,304 56 | 52,304 56 |
| Pier shed..... | 22 | 97,904 83 | 97,904 83 |
| Pier shed..... | (New) 23 | 144,308 65 | 144,308 65 |
| Pier shed..... | 24 | 106,056 74 | 106,056 74 |
| Pier shed..... | 25 | 57,841 69 | 54,622 21 |
| Pier shed..... | 26 | 195,975 06 | 195,975 06 |
| Pier shed..... | 27 | 40,032 67 | 40,032 67 |
| Pier shed..... | 28 | 131,767 26 | 131,767 26 |
| Pier shed..... | 29 | 173,927 07 | 173,927 07 |
| Pier shed..... | 30 | 234,824 15 | 234,824 15 |
| Pier shed..... | 31 | 91,357 75 | 91,357 75 |
| Pier shed..... | 32 | 203,267 64 | 203,267 64 |
| Pier shed..... | 33 | 115,942 40 | 115,942 40 |
| Pier shed..... | 34 | 23,903 60 | 23,903 60 |
| Pier shed..... | 35 | 264,882 96 | 263,968 19 |
| Pier shed..... | 36 | 56,254 59 | 56,254 59 |
| Pier shed..... | 37 | 153,381 01 | 153,099 79 |
| Pier shed..... | 38 | 193,558 40 | 203,403 82 |
| Pier shed..... | 39 | 94,618 83 | 94,618 83 |
| Pier shed..... | 40 | 159,660 90 | 122,670 77 |
| Pier shed..... | 41 | 111,457 75 | 111,457 75 |
| Pier shed..... | 42 | 88,900 13 | 88,900 13 |
| Pier shed..... | 43 | 5,084 83 | 5,084 83 |
| Pier shed..... | 44 | 122,755 93 | 122,586 57 |
| Pier shed..... | 45 | 415,638 37 | 415,638 37 |
| Pier shed..... | 46 | 92,297 56 | 92,297 56 |
| Pier shed..... | 48 | 238,934 19 | 238,934 19 |
| Fishermen's Wharf, miscellaneous..... | 49 | 6,880 58 | 6,677 67 |
| Taylor Street Markets..... | 49 | 12,300 01 | 12,300 01 |
| Booth Fisheries..... | 49 | 18,381 37 | 18,381 37 |
| Barge Office, Seawall Lot C..... | 49 | 12,744 80 | 12,744 80 |
| Crab Fishermen's Building..... | 49 | 8,183 65 | 8,183 65 |
| Boat Builders' Shop..... | 49 | 12,295 36 | 12,295 36 |
| Borzonne Building..... | 49 | 21,112 74 | 21,112 74 |
| Net House and Sardine Association Office..... | 49 | 2,438 81 | 2,438 81 |
| Fishermen's Grotto..... | 49 | 8,454 02 | ----- |
| Pier shed..... | 50 | 209,997 38 | 209,922 38 |
| Pier shed..... | 52 | 2,109 00 | 2,109 00 |
| Pier shed..... | 54 | 63,120 45 | 63,120 45 |
| State Products Terminal..... | 56 | 460,106 18 | 460,106 18 |
| Pier shed..... | 58 | 273 00 | 273 00 |
| Pier shed..... | 62 | 906 81 | 906 81 |
| Pier shed..... | 64 | 339 39 | 339 39 |
| Pier shed..... | 90 | 248,812 07 | 248,812 07 |
| State Refrigeration Terminal..... | 156 | 281,834 58 | 271,025 13 |
| Total pier and wharf superstructures..... | | \$6,067,546 53 | \$6,023,798 36 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued

Comparative Statement of Property and Equipment as of June 30, 1936, and June 30, 1935

| | Unit number | Fiscal year ended June 30, 1936 | Fiscal year ended June 30, 1935 |
|--|----------------|---------------------------------------|---------------------------------------|
| Ferry slip substructures— | | | |
| Passenger ferry slip substructure..... | 200 | \$133,788 57 | \$133,788 57 |
| Passenger ferry slip substructure..... | 201 | 20,363 56 | 20,363 56 |
| Passenger ferry slip substructure..... | 202 | 50,429 75 | 50,429 75 |
| Passenger ferry slip substructure..... | 203 | 49,611 54 | 49,611 54 |
| Passenger ferry slip substructure..... | 204 | 72,624 69 | 72,624 69 |
| Passenger ferry slip substructure..... | 205 | 107,362 34 | 107,362 34 |
| Passenger ferry slip substructure..... | 206 | 50,252 26 | 50,252 26 |
| Passenger ferry slip substructure..... | 207 | 131,500 96 | 131,500 96 |
| Passenger ferry slip substructure..... | 208 | 140,099 11 | 140,099 11 |
| Passenger ferry slip substructure..... | 209 | 118,080 94 | 118,080 94 |
| Passenger ferry slip substructure..... | 210 | 124,218 68 | 124,218 68 |
| Passenger ferry slip substructure..... | 250 | 334,991 95 | 334,991 95 |
| Passenger ferry slip substructure..... | 260 | 31,295 24 | 31,295 24 |
| Passenger ferry slip substructure..... | 261 | 62,375 82 | 62,375 82 |
| Passenger ferry slip substructure..... | 262 | 83,468 72 | 83,468 72 |
| Passenger ferry slip substructure..... | 263 | 139,979 22 | 116,912 95 |
| Passenger ferry slip substructure..... | 264 | 150,679 79 | 150,679 79 |
| Total ferry slip substructures..... | | \$1,801,123 14 | \$1,778,056 87 |
| Ferry slip superstructures— | | | |
| Passenger ferry slip superstructure..... | 200 | \$34,946 02 | \$34,946 02 |
| Passenger ferry slip superstructure..... | 202 | 2,320 09 | 2,320 09 |
| Passenger ferry slip superstructure..... | 203 | 8,101 39 | 8,101 39 |
| Passenger ferry slip superstructure..... | 204 | 11,216 70 | 11,216 70 |
| Passenger ferry slip superstructure..... | 205 | 3,018 64 | 3,018 64 |
| Passenger ferry slip superstructure..... | 206 | 5,284 84 | 5,284 84 |
| Passenger ferry slip superstructure..... | 207 | 5,677 27 | 5,677 27 |
| Passenger ferry slip superstructure..... | 208 | 12,668 39 | 12,668 39 |
| Passenger ferry slip superstructure..... | 209 | 17,854 40 | 17,854 40 |
| Passenger ferry slip superstructure..... | 210 | 12,856 15 | 12,856 15 |
| Passenger ferry slip superstructure..... | 250 | 13,082 87 | 13,082 87 |
| Total ferry slip superstructures..... | | \$127,026 76 | \$127,026 76 |
| Ferry Building group— | | | |
| Main Ferry Building..... | 275 | \$878,974 88 | \$878,974 88 |
| Annex A..... | 276 | 19,844 20 | 19,844 20 |
| Annex B..... | 277 | 113,506 86 | 113,506 86 |
| Annex C..... | 278 | 270,293 53 | 270,293 53 |
| Viaduct over Embarcadero..... | 279 | 36,556 44 | 36,556 44 |
| Embarcadero Subway..... | 280 | 289,802 60 | 289,802 60 |
| Total Ferry Building group..... | | \$1,608,978 51 | \$1,608,978 51 |
| Buildings on seawall lots— | | | |
| Buildings..... | 311 | \$96 02 | \$96 02 |
| Buildings..... | 331 | 6 76 | |
| Cotton Terminal..... | 336 | 7,534 57 | 7,534 57 |
| Pile Boom..... | 344 | 17,507 45 | 17,507 45 |
| Boiler House..... | 344 | 9,285 22 | 9,285 22 |
| Total buildings on seawall lots..... | | \$34,430 02 | \$34,423 26 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued

Comparative Statement of Property and Equipment as of June 30, 1936, and June 30, 1935

| | Unit number | Fiscal year ended June 30, 1936 | Fiscal year ended June 30, 1935 |
|--|----------------|---------------------------------------|---------------------------------------|
| Street lighting systems— | | | |
| Street lighting systems..... | | \$40,864 65 | \$40,864 65 |
| Underground conduits—electrical..... | | 136,114 60 | 136,114 60 |
| Seawalls— | | | |
| Rock breaker..... | 368 | \$169,279 33 | \$169,279 33 |
| Seawall, Section B..... | 369 | 210,379 96 | 210,379 96 |
| Seawall, Section A..... | 370 | 188,403 33 | 188,403 33 |
| Seawall, Section 1..... | 371 | 354,533 21 | 354,533 21 |
| Seawall, Section 2..... | 372 | 358,654 23 | 358,654 23 |
| Seawall, Section 3..... | 373 | 473,237 95 | 473,237 95 |
| Seawall, Section 4..... | 374 | 443,975 47 | 443,975 47 |
| Seawall, Section 5..... | 375 | 319,102 87 | 319,102 87 |
| Seawall, Section 6..... | 376 | 308,301 86 | 308,301 86 |
| Seawall, Section 7..... | 377 | 809,561 10 | 809,561 10 |
| Seawall, Section 8-8A-8B..... | 378 | 1,295,500 22 | 1,295,500 22 |
| Seawall, Section 9-9A-9B..... | 379 | 1,521,697 06 | 1,521,697 06 |
| Seawall, Section 10..... | 380 | 82,735 80 | 82,735 80 |
| Seawall, Section 11-11A..... | 381 | 195,451 86 | 195,451 86 |
| Seawall, Section 12..... | 382 | 211,294 97 | 211,294 97 |
| Seawall, Section 13..... | 383 | 318,916 28 | 318,916 28 |
| Seawall, Section 14..... | 384 | 412,789 32 | 412,789 32 |
| Seawall, Section 15..... | 385 | 344,283 87 | 344,283 87 |
| Seawall, Section 16..... | 386 | 260,771 10 | 260,771 10 |
| Total seawalls..... | | \$8,278,869 79 | \$8,278,869 79 |
| Street improvements, Embarcadero— | | | |
| Pavement Embarcadero, Section B..... | 369 | \$44,341 64 | \$35,630 01 |
| Pavement Embarcadero, Section A..... | 370 | 25,238 39 | 25,238 39 |
| Pavement Embarcadero, Section 1..... | 371 | 55,797 84 | 55,797 84 |
| Pavement Embarcadero, Section 2..... | 372 | 35,140 46 | 35,140 46 |
| Pavement Embarcadero, Section 3..... | 373 | 40,515 96 | 40,515 96 |
| Pavement Embarcadero, Section 4..... | 374 | 47,705 24 | 47,705 24 |
| Pavement Embarcadero, Section 5..... | 375 | 50,527 64 | 50,527 64 |
| Pavement Embarcadero, Section 6..... | 376 | 53,419 41 | 53,419 41 |
| Pavement Embarcadero, Section 7..... | 377 | 83,950 17 | 83,950 17 |
| Pavement Embarcadero, Section 8-8A-8B..... | 378 | 93,664 31 | 93,664 31 |
| Pavement Embarcadero, Section 9-9A-9B..... | 379 | 190,336 85 | 190,336 85 |
| Pavement Embarcadero, Section 10..... | 380 | 30,194 33 | 30,194 33 |
| Pavement Embarcadero, Section 11-11A..... | 381 | 43,281 05 | 43,281 05 |
| Pavement Embarcadero, Section 12..... | 382 | 84,508 11 | 84,508 11 |
| Pavement Embarcadero, Section 13-13A..... | 383 | 38,796 46 | 38,796 46 |
| Pavement Embarcadero, Section 14..... | 384 | 19,100 44 | 19,100 44 |
| Pavement Embarcadero, Section 15..... | 385 | 6,231 74 | 6,231 74 |
| Pavement Embarcadero, Section 16..... | 386 | 2,789 31 | 2,789 31 |
| Total improvements, Embarcadero..... | | \$945,539 35 | \$936,827 72 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued

Comparative Statement of Property and Equipment as of June 30, 1936, and June 30, 1935

| | Unit number | Fiscal year ended June 30, 1936 | Fiscal year ended June 30, 1935 |
|---|----------------|---------------------------------------|---------------------------------------|
| Street improvements on other streets— | | | |
| Pavement Fishermen's Wharf..... | 49 | \$4,948 92 | \$4,948 92 |
| Pavement Taylor Street..... | 49 | 1,761 00 | 1,761 00 |
| Pavement Third Street..... | 56 | 3,782 77 | 3,782 77 |
| Jefferson Street..... | 300 | 814 22 | 814 22 |
| Pavement Taylor Street..... | 301 | 1,741 00 | 1,741 00 |
| Pavement Jefferson Street near Hyde Street..... | 303 | 14,264 26 | 14,264 26 |
| Pavement Beach and Powell Streets..... | 311 | 9,856 41 | 9,856 41 |
| Pavement Beach and Stockton Streets..... | 312 | 4,633 45 | 4,633 45 |
| Pavement Grant Avenue and North Point Street..... | 313 | 9,214 41 | 9,214 41 |
| Pavement Grant Avenue, Kearny and Bay Streets..... | 314 | 7,322 16 | 7,322 16 |
| Pavement Bay, Francisco and Montgomery Streets..... | 315 | 5,402 29 | 5,402 29 |
| Pavement Francisco and Montgomery Streets..... | 316 | 2,493 22 | 2,493 22 |
| Pavement Sansome, Montgomery, Francisco and Chestnut Sts..... | 317 | 8,679 02 | 8,679 02 |
| Pavement Sansome, Lombard and Chestnut Streets..... | 318 | 5,816 31 | 5,816 31 |
| Pavement Battery and Greenwich Streets..... | 319 | 2,727 96 | 2,727 96 |
| Pavement Front and Union Streets..... | 320 | 2,685 18 | 2,685 18 |
| Pavement Front and Green Streets..... | 321 | 5,772 07 | 5,772 07 |
| Pavement Green, Front and Valjejo Streets..... | 322 | 10,786 91 | 10,786 91 |
| Pavement Valjejo and Davis Streets..... | 323 | 2,428 85 | 2,428 85 |
| Pavement Valjejo, Davis and Broadway Streets..... | 324 | 8,726 83 | 8,726 83 |
| Pavement Pacific, Davis and Broadway Streets..... | 325 | 10,722 49 | 10,722 49 |
| Pavement Pacific Street..... | 326 | 2,250 46 | 2,250 46 |
| Pavement Folsom and Steuart Streets..... | 327 | 3,181 34 | 3,181 34 |
| Pavement Spear Street..... | 328 | 11,019 65 | 11,019 65 |
| Pavement Bryant Street..... | 329 | 8,191 11 | 2,191 11 |
| Pavement Beale, Main and Bryant Streets..... | 330 | 20,361 14 | 20,361 14 |
| Pavement Fremont and Brannan Streets..... | 331 | 4,523 01 | 4,523 01 |
| Pavement Brannan and First Streets..... | 332 | 29,390 22 | 29,390 22 |
| Pavement King, Gale and Townsend Streets..... | 333 | 7,501 62 | 7,501 62 |
| Pavement King, Second and Berry Streets..... | 334 | 20,254 16 | 20,254 16 |
| Pavement Berry Street..... | 335 | 3,198 75 | 3,198 75 |
| Pavement Berry Street..... | 336 | 17,718 95 | 17,718 95 |
| Pavement Third and Fourth Streets..... | 337 | 32,453 62 | 32,453 62 |
| Pavement Sixteenth and Illinois Streets..... | 340 | 17,796 11 | 17,796 11 |
| Pavement Illinois Street..... | 343 | 21,600 00 | 21,600 00 |
| Pavement Third Street..... | 344 | 3,600 00 | 3,600 00 |
| Total improvements on other streets..... | | \$327,619 87 | \$327,619 87 |
| Street improvements on seawall lots— | | | |
| Pavement on Lot D..... | 300 | \$2,205 84 | \$2,205 84 |
| Pavement on Lot 301..... | 301 | 4,192 41 | 4,192 41 |
| Pavement on Lot 302..... | 302 | 2,249 80 | 2,249 80 |
| Pavement on Lot 321..... | 321 | 2,301 73 | 2,301 73 |
| Total street improvements on seawall lots..... | | \$10,949 78 | \$10,949 78 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued

Comparative Statement of Property and Equipment as of June 30, 1936, and June 30, 1935

| | Unit number | Fiscal year ended June 30, 1936 | Fiscal year ended June 30, 1935 |
|--|----------------|---------------------------------------|---------------------------------------|
| Belt Railroad— | | | |
| Third Street Bridge..... | | \$316,964 49 | \$316,964 49 |
| Tracks and paving..... | | 1,035,331 91 | 1,018,301 89 |
| Fort Mason Tunnel..... | | 52,802 21 | 52,802 21 |
| Round House..... | | 46,901 90 | 46,901 90 |
| Fuel and sand station..... | | 27,507 03 | 27,507 03 |
| Garage..... | | 237 57 | 237 57 |
| Platform Lot 1..... | | 2,772 61 | 2,772 61 |
| Office Building Lot 9..... | | 500 00 | 500 00 |
| Office building and platform, Lot 5..... | | 4,341 87 | 4,341 87 |
| Shed and platform, Lot 11..... | | 2,926 30 | 2,926 30 |
| Shed and platform, Lot 12..... | | 10,295 64 | 10,295 64 |
| Total Belt Railroad..... | | \$1,500,581 53 | \$1,483,551 51 |
| Total buildings and structures..... | | \$39,557,797 92 | \$39,371,293 53 |
| Equipment— | | | |
| 3-1 Office administration—Communication: | | | |
| 3-1-1 Office furniture and equipment— | | | |
| Belt Railroad..... | | \$1,268 42 | \$1,276 76 |
| Blacksmith Shop..... | | 6 67 | 6 67 |
| Central office..... | | 12,545 56 | 12,196 28 |
| Dredge..... | 3 | 263 55 | 263 55 |
| Electrical Department..... | | 205 16 | 205 16 |
| Engineering Department..... | | 3,802 62 | 3,835 87 |
| Equipment pile boom..... | | 83 27 | 83 27 |
| Ferry Building..... | | 14,410 35 | 14,641 33 |
| Fire Department..... | | | 101 13 |
| Garage..... | | 30 00 | 30 00 |
| Maintenance shop office..... | | 279 25 | 279 25 |
| Paint shop..... | | 32 50 | 32 50 |
| Purchasing Department..... | | 10 00 | 10 00 |
| Refrigeration Terminal..... | | 651 28 | 651 28 |
| Rental Manager's office..... | | 152 11 | |
| Storeroom, general..... | | 75 00 | 75 00 |
| Storeroom, old..... | | 4 00 | 7 00 |
| Traffic Department..... | | 604 64 | 280 60 |
| Tug Governor Irwin..... | 10 | 23 95 | 23 95 |
| Tug Governor Markham..... | 11 | 23 95 | 23 95 |
| Wharfinger's Department..... | | 3,871 49 | 4,014 09 |
| Total 3-1-1 office furniture and equipment..... | | \$38,343 77 | \$38,037 64 |
| 3-1-2 Office machines and mechanical equipment— | | | |
| Belt Railroad..... | | \$1,928 97 | \$1,841 94 |
| Central office..... | | 8,952 31 | 8,712 29 |
| Dredge..... | 3 | 5 00 | 5 00 |
| Electrical Department..... | | 323 87 | 242 87 |
| Engineering Department..... | | 1,553 88 | 1,640 91 |
| Equipment pile boom..... | | 288 83 | 288 83 |
| Ferry Building..... | | 702 28 | 827 56 |
| Garage..... | | 122 96 | 122 96 |
| Maintenance shop office..... | | 155 00 | 155 00 |
| Purchasing Department..... | | 21 00 | |
| Refrigeration Terminal..... | | 724 59 | 704 14 |
| Rental manager's office..... | | 85 05 | |
| Storeroom, general..... | | 280 41 | 280 41 |
| Storeroom, old..... | | 2 00 | 2 00 |
| Traffic Department..... | | | 81 00 |
| Wharfinger's Department..... | | 1,800 23 | 1,633 37 |
| Total 3-1-2 office machines and mechanical equipment..... | | \$16,946 38 | \$16,538 28 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued

Comparative Statement of Property and Equipment as of June 30, 1936, and June 30, 1935

| | Unit number | Fiscal year ended June 30, 1936 | Fiscal year ended June 30, 1935 |
|--|----------------|---------------------------------------|---------------------------------------|
| 3-2 Transportation— | | | |
| 3-2-1 Motor vehicles—automobiles— | | | |
| Buick sedan..... | 1 | \$1,633 70 | \$1,633 70 |
| Dodge sedan..... | 2 | 906 41 | 906 41 |
| Ford..... | 3 | 1,132 58 | 1,132 58 |
| Chrysler No. 70, sedan..... | 4 | 1,435 50 | 1,435 50 |
| Ford..... | 5 | 935 26 | 935 26 |
| Kleiber truck..... | 7 | 4,012 25 | 4,012 25 |
| Ford pickup..... | 8 | 514 69 | 514 69 |
| Ford light truck..... | 9 | 810 48 | 810 48 |
| Chrysler No. 77 Royal sedan..... | 10 | 1,670 00 | 1,670 00 |
| Studebaker sedan..... | 11 | 1,429 05 | 1,429 05 |
| White truck..... | 12 | 4,740 14 | 4,740 14 |
| Ford coupe, No. 14..... | 14 | 603 95 | 603 95 |
| Ford closed express body..... | 15 | 834 99 | 834 99 |
| Kleiber truck, dump..... | 16 | 5,460 88 | 6,381 00 |
| Ford standard coupe..... | 17 | 560 11 | 560 11 |
| Chevrolet light truck..... | 18 | 799 77 | 799 77 |
| Standard Ford coupe..... | 19 | 601 17 | 601 17 |
| White dump truck..... | 20 | 4,840 12 | 4,840 12 |
| Ford town sedan..... | 21 | 797 37 | 797 37 |
| Chevrolet truck..... | 22 | 1,981 62 | 1,981 62 |
| International truck..... | 23 | 907 29 | 907 29 |
| Plymouth coupe..... | 24 | 702 98 | 702 98 |
| Buick coupe..... | 25 | 1,047 00 | 1,857 10 |
| Standard Ford coupe..... | 26 | 590 90 | 590 90 |
| Ford Model A S C..... | 27 | 600 17 | 600 17 |
| Plymouth business coupe..... | 28 | 774 41 | 774 41 |
| Ford truck, Model A A 131..... | 29 | 905 33 | 905 33 |
| Ford town sedan..... | 30 | 783 07 | 783 07 |
| Ford Deluxe Sedan Fordor..... | 31 | 754 40 | 754 40 |
| Total 3-2-1 motor vehicles, automobiles..... | | \$42,765 59 | \$44,495 81 |
| 3-2-3 Steam railroad equipment— | | | |
| Belt Railroad..... | | \$220,188 76 | \$220,207 46 |
| Total 3-2-3 steam railroad equipment..... | | \$220,188 76 | \$220,207 46 |
| 3-2-4 Floating equipment— | | | |
| Landing floats for speed boats..... | | \$963 90 | \$963 90 |
| 5 landing floats..... | | 7,898 36 | 11,220 16 |
| 4 landing floats..... | | 8,570 68 | 8,570 68 |
| 1 landing float..... | | 1,560 00 | 1,560 00 |
| Launch Governor Stephens..... | 10 | 30,358 60 | 30,358 60 |
| Engineering Department..... | | 507 68 | 642 18 |
| Pile driver..... | 2 | 134 50 | 207 81 |
| Pile driver..... | 3 | 207 81 | 68 12 |
| Pile driver..... | 6 | 68 12 | 78 12 |
| Derrick..... | 8 | 78 12 | 73 12 |
| Pooled equipment..... | 18 | 2,759 71 | 2,795 26 |
| Equipment pile boom..... | | 6,634 81 | 1,558 39 |
| Plumbing Department..... | | 135 00 | 135 00 |
| Barge (built 1935)..... | | 163 91 | |
| Total 3-2-4 floating equipment..... | | \$60,041 20 | \$58,231 34 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued

Comparative Statement of Property and Equipment as of June 30, 1936, and June 30, 1935

| | Unit number | Fiscal year ended June 30, 1936 | Fiscal year ended June 30, 1935 |
|---|----------------|---------------------------------------|---------------------------------------|
| 3-2-5 Other transportation equipment— | | | |
| Trailers and tractors..... | | \$915 08 | \$1,119 11 |
| Cargo piling machines..... | | 1,388 93 | 1,783 40 |
| Total 3-2-5, other transportation equipment..... | | \$2,304 01 | \$2,902 51 |
| 3-5 Education and scientific work— | | | |
| 3-5-1 Library stock— | | | |
| Central office..... | | \$1,163 50 | \$1,163 50 |
| Engineering Department..... | | 52 50 | 52 50 |
| Total 3-5-1, library stock..... | | \$1,216 00 | \$1,216 00 |
| 3-5-4 Laboratory equipment, measuring, surveying and testing equipment— | | | |
| Electrical Department..... | | \$6 75 | \$6 75 |
| Engineering Department..... | | 7,122 92 | 7,065 24 |
| Maintenance shop office..... | | 4 75 | 4 75 |
| Refrigeration Terminal..... | | 78 68 | 78 68 |
| Total 3-5-4 laboratory equipment—measur- ing, surveying and testing..... | | \$7,213 10 | \$7,155 42 |
| 3-5-7 Other scientific and educational equipment— | | | |
| Wharfingers Department..... | | \$34 60 | |
| Total 3-5-7, other scientific and educational equipment..... | | \$34 60 | |
| 3-6 Construction, maintenance and protection of property— | | | |
| 3-6-2 Equipment for concrete—masonry and roadway surfacing— | | | |
| Pooled equipment, Slip 2..... | | \$500 00 | \$500 00 |
| Plasterers..... | | 278 00 | 278 00 |
| Total 3-6-2, equipment for concrete masonry and roadway surfacing..... | | \$778 00 | \$778 00 |
| 3-6-3 machine shop and metal working equipment and tools— | | | |
| Blacksmith shop..... | | \$6,638 61 | \$6,113 61 |
| Carpenter shop..... | | 38 25 | 38 25 |
| Garage..... | | 25 39 | 25 39 |
| Machinist..... | | 14 50 | 14 50 |
| Plumbing Department..... | | 1,306 91 | 1,323 55 |
| Pooled equipment at Slip 188..... | | 70 23 | 80 23 |
| Tinning Department..... | | 702 95 | 702 95 |
| Total 3-6-3, machine shop and metal working equipment and tools..... | | \$8,796 84 | \$8,298 48 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued
Comparative Statement of Property and Equipment as of June 30, 1936, and June 30, 1935

| | Unit number | Fiscal year ended June 30, 1936 | Fiscal year ended June 30, 1935 |
|---|----------------|---------------------------------------|---------------------------------------|
| 3-6-4 Wood working machinery and carpentering tools— | | | |
| Carpenter shop..... | | \$14,110 88 | \$13,345 90 |
| Derrick..... | 8 | 320 00 | 320 00 |
| Equipment pile driver..... | | 673 01 | 673 01 |
| Pile driver..... | 1 | 487 50 | 487 50 |
| Pile driver..... | 2 | 538 25 | 325 00 |
| Pile driver..... | 3 | 852 60 | 852 60 |
| Pile driver..... | 6 | 404 50 | 404 50 |
| Pooled equipment, Slip 18..... | | 660 00 | |
| Storeroom, general..... | | 4 00 | 4 00 |
| Total 3-6-4, wood working machinery and carpentering tools..... | | \$18,050 74 | \$16,412 51 |
| 3-6-5 Painting equipment— | | | |
| Paint shop..... | | \$2,540 40 | \$2,590 40 |
| Total 3-6-5, painting equipment..... | | \$2,540 40 | \$2,590 40 |
| 3-6-6 Special Highway maintenance and construction equipment not otherwise specified— | | | |
| Street maintenance..... | | \$20,812 33 | \$20,839 11 |
| Total 3-6-6, highway maintenance and con- struction equipment not otherwise specified..... | | \$20,812 33 | \$20,839 11 |
| 3-6-7 Fire fighting equipment— | | | |
| Boiler room..... | | \$900 00 | \$900 00 |
| Dredge..... | 3 | 52 12 | 52 12 |
| Dredge..... | 4 | 15 96 | 15 96 |
| Electrical Department..... | | 1,637 49 | 1,637 49 |
| Engineering Department..... | | 1 50 | 1 50 |
| Equipment pile driver..... | | 10 39 | 10 39 |
| Fire equipment..... | | 24,786 25 | 23,677 06 |
| Pile driver..... | 1 | 10 39 | 10 39 |
| Pile driver..... | 2 | 10 39 | 10 39 |
| Pile driver..... | 3 | 10 39 | 10 39 |
| Pile driver..... | 6 | 10 39 | 10 39 |
| Tug Governor Irwin..... | 10 | 20 00 | 20 00 |
| Tug Governor Markham..... | 11 | 30 00 | 30 00 |
| Belt Railroad..... | | 230 00 | 230 00 |
| Total 3-6-7— fire fighting equipment..... | | \$27,725 27 | \$26,616 08 |
| 3-6-8 Lawn mowers and landscaping equipment— | | | |
| Storeroom, general..... | | \$17 88 | \$17 88 |
| Total 3-6-8 lawn mowers and landscaping equipment..... | | \$17 88 | \$17 88 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued

Comparative Statement of Property and Equipment as of June 30, 1936, and June 30, 1935

| | Unit number | Fiscal year ended June 30, 1936 | Fiscal year ended June 30, 1935 |
|--|----------------|---------------------------------------|---------------------------------------|
| 3-6-9 Equipment for construction—maintenance and protection of property not otherwise specified— | | | |
| Boiler room..... | | \$14,429 38 | \$14,429 38 |
| Derrick..... | 8 | 5,835 63 | 5,835 63 |
| Dredge..... | 3 | 50,479 37 | 50,479 37 |
| Dredge..... | 4 | 140,685 00 | 140,685 00 |
| Electrical Department..... | | 28,555 74 | 29,370 97 |
| Equipment pile drivers..... | | 343 44 | 343 44 |
| Ferry Building..... | | 84 44 | 84 44 |
| Fire equipment..... | | 130 00 | 130 00 |
| Garage..... | | 1,416 94 | 1,416 94 |
| Oilers..... | | 80 71 | 101 62 |
| Patching Department..... | | 23 50 | 23 50 |
| Pile driver..... | 1 | 8,014 60 | 8,014 60 |
| Pile driver..... | 2 | 17,818 28 | 17,818 28 |
| Pile driver..... | 3 | 20,799 85 | 20,549 85 |
| Pile driver..... | 6 | 29,562 19 | 29,562 19 |
| Pooled equipment..... | 8 | 400 00 | 750 00 |
| Pooled equipment..... | 18 | 1,594 54 | 1,594 54 |
| Refrigeration Terminal..... | | 1,903 87 | 1,903 87 |
| Scows..... | | 61,108 07 | 61,108 07 |
| Storeroom, general..... | | 408 67 | 408 67 |
| Tug Governor Irwin..... | 10 | 32,307 28 | 32,307 28 |
| Tug Governor Markham..... | 11 | 27,590 80 | 27,590 80 |
| Total 3-6-9 equipment for construction—maintenance and protection of property not otherwise specified..... | | \$443,572 30 | \$444,508 44 |
| Total equipment..... | | \$911,347 17 | \$908,845 36 |
| Grand total..... | | \$84,956,254 20 | \$84,767,248 00 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE VI

Summary Statement of Property and Equipment Acquired During Fiscal Years 1934-1935 and 1935-1936
From Various Funds, Retirements, Losses and Transfers for the Same Period

| | Fiscal year ended June 30, 1936 | Fiscal year ended June 30, 1935 |
|---|---------------------------------------|---------------------------------------|
| Acquisitions from revenue funds— | | |
| Land..... | | \$306 83 |
| Buildings and structures..... | \$63,867 00 | 35,201 04 |
| Equipment..... | 12,031 82 | 10,239 44 |
| Total acquisition from revenue funds..... | \$75,898 82 | \$45,747 31 |
| Acquisitions from bond funds— | | |
| Third Seawall Fund: | | |
| Buildings and structures..... | \$148,562 44 | \$208,606 16 |
| Total acquisitions from bond funds..... | \$148,562 44 | \$208,606 16 |
| Total acquisitions..... | \$224,461 26 | \$254,353 47 |
| Deduct— | | |
| Retirements and losses: | | |
| Buildings and structures..... | \$62,492 84 | \$33,431 23 |
| Less depreciation accumulated in prior years..... | 36,567 79 | 11,767 31 |
| | \$25,925 05 | \$21,663 92 |
| Equipment..... | 9,530 01 | 6,875 18 |
| Total retirements and losses..... | \$35,455 06 | \$28,539 10 |
| Property increase..... | \$189,006 20 | \$225,814 37 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II
Comparative Statement of Income and Expense for the Fiscal Years Ended June 30, 1936, and June 30, 1935

| | Fiscal year ended June 30, 1936 | | Fiscal year ended June 30, 1935 |
|---|---------------------------------|--|---------------------------------|
| REVENUE | | | |
| Operating— | | | |
| Dockage..... | \$254,948 15 | | \$263,852 35 |
| Tolls..... | 776,128 95 | | 742,490 45 |
| Wharf demurrage..... | 93,829 84 | | 202,047 68 |
| Rentals..... | 1,222,587 81 | | 1,261,359 26 |
| Belt Railroad: | | | |
| Switching..... | 342,001 45 | | 315,710 55 |
| Car storage..... | 5,553 50 | | 6,183 00 |
| Team track rental..... | 1,376 50 | | 710 00 |
| Crane and other equipment rental..... | 1,672 50 | | 480 00 |
| Sunday switching..... | 1,020 00 | | 935 00 |
| Other revenue..... | 387 05 | | 2,071 64 |
| Hire of freight cars, credit..... | 5,622 00 | | 7,836 00 |
| Total operating revenue..... | \$2,705,127 75 | | \$2,803,675 93 |
| Less refunds and allowances..... | 13,978 26 | | 112,475 76 |
| Total net operating revenue..... | \$2,691,149 49 | | \$2,691,200 17 |
| Nonoperating— | | | |
| Overhead credit account..... | \$3,561 12 | | \$2,118 09 |
| Power service and current sales..... | 23,510 65 | | 24,278 14 |
| Cash discount earned..... | 2,764 28 | | 2,947 30 |
| Interest earned..... | 10,164 70 | | 16,954 23 |
| Interest earnings from sinking funds..... | 61,662 50 | | 47,563 75 |
| Rental equipment..... | 2,969 94 | | 1,096 00 |
| Miscellaneous..... | 797 04 | | 598 29 |
| Total nonoperating revenue..... | \$105,430 23 | | \$95,555 80 |
| Total revenue..... | \$2,796,579 72 | | \$2,786,755 97 |

| EXPENSE | | | | |
|--|--------------|----------------|--------------|----------------|
| Administration..... | \$141,223 93 | | \$150,221 12 | \$1,694,739 98 |
| Port operation..... | 412,115 36 | | 486,892 79 | \$1,092,015 99 |
| Port maintenance..... | 502,886 69 | | 697,806 08 | |
| Belt Railroad: | | | | |
| Maintenance of way, structures and equipment..... | 75,508 26 | | 108,382 36 | |
| Conducting transportation..... | 238,157 30 | | 226,368 01 | |
| Administration..... | 20,505 65 | | 25,069 62 | |
| Total expense..... | | \$1,390,397 19 | | |
| Net income from all operations..... | | \$1,406,182 53 | | |
| Additions— | | | | |
| Bond sales premium..... | | | \$50,100 00 | \$50,100 00 |
| Fire loss..... | | | | \$1,142,115 99 |
| Total additions..... | | | | |
| Total..... | | \$1,406,182 53 | | |
| Deductions— | | | | |
| Bond interest and discount..... | \$736,119 94 | | \$735,897 78 | |
| Uncollectible accounts receivable..... | 1,824 54 | | 1,561 43 | |
| Total deductions..... | | \$737,944 48 | | \$737,459 21 |
| Surplus to accumulated excess income..... | | \$668,238 05 | | \$404,656 78 |
| For replacement of facilities and retirement of bonds..... | | | | |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II. SCHEDULE I
Comparative Statement of Analysis of Income from Operations for the Fiscal Years Ended June 30, 1936, and June 30, 1935

| Account number | Totals | | Rentals | | Dockage | | Tolls | | Wharf demurrage | |
|----------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|-----------------|-----------|
| | 1936 | 1935 | 1936 | 1935 | 1936 | 1935 | 1936 | 1935 | 1936 | 1935 |
| | | | | | | | | | | |
| Pier 1 | \$16,834 12 | \$16,244 11 | \$10,200 00 | \$10,200 00 | \$3,925 00 | \$3,706 20 | \$2,709 12 | \$2,337 91 | | |
| Pier 3 | 32,534 92 | 37,530 00 | 22,095 44 | 22,090 44 | 7,300 80 | 10,033 55 | 3,082 65 | 5,289 88 | \$56 03 | \$116 13 |
| Pier 5 | 17,414 04 | 20,791 42 | 11,261 34 | 13,659 47 | 4,170 40 | 4,763 40 | 1,931 65 | 2,357 30 | 50 65 | 11 25 |
| Pier 7 | 29,187 48 | 36,427 70 | 15,779 76 | 17,853 18 | 5,393 40 | 5,710 45 | 7,302 74 | 10,335 74 | 311 56 | 2,528 33 |
| Pier 9 | 8,406 14 | 11,379 90 | 3,623 44 | 5,753 18 | 3,550 80 | 4,286 70 | 1,231 90 | 1,814 92 | | |
| Pier 11 | 15,027 83 | 18,898 64 | 7,784 91 | 9,501 58 | 3,351 00 | 3,534 25 | 3,689 66 | 4,261 97 | 202 26 | 1,600 84 |
| Pier 14 | 46,466 53 | 47,028 58 | 45,320 28 | 45,320 28 | 1,102 90 | 1,662 25 | 43 35 | 46 05 | | |
| Pier 15 | 30,439 06 | 39,664 60 | 12,754 44 | 12,754 44 | 3,965 45 | 5,548 10 | 13,103 42 | 15,753 22 | 615 75 | 5,608 84 |
| Pier 16 | 31,717 26 | 38,690 36 | 18,202 44 | 18,202 44 | 5,043 20 | 6,961 10 | 7,584 26 | 8,181 63 | 887 36 | 5,345 19 |
| Pier 17 | 22,988 08 | 31,424 45 | 12,705 95 | 13,808 82 | 4,698 55 | 7,712 15 | 5,261 08 | 6,928 48 | 322 50 | 2,975 00 |
| Pier 18 | 32,095 63 | 35,145 94 | 17,682 84 | 17,682 84 | 5,008 90 | 6,862 40 | 8,566 63 | 9,933 95 | 837 26 | 666 75 |
| Pier 19 | 5,032 34 | 4,279 70 | 3,769 12 | 3,459 83 | 969 25 | 537 25 | 287 97 | 282 62 | 0 00 | |
| Pier 20 | 16,508 01 | 26,295 29 | 7,279 95 | 10,974 30 | 3,346 80 | 5,013 95 | 5,629 96 | 6,068 09 | 251 30 | 4,238 95 |
| Pier 21 | 180 00 | 180 00 | 180 00 | 180 00 | | | | | | |
| Pier 22 | 18,992 27 | 14,435 93 | 10,351 33 | 4,912 04 | 3,221 35 | 4,466 30 | 5,056 34 | 3,452 32 | 363 25 | 1,605 27 |
| Pier 23 | 30,555 87 | 33,761 07 | 10,087 32 | 9,337 32 | 2,942 60 | 2,932 95 | 16,577 19 | 14,387 43 | 948 76 | 7,103 37 |
| Pier 24 | 26,354 61 | 25,966 86 | 25,779 96 | 25,839 96 | 518 95 | 123 70 | 55 70 | 3 20 | | |
| Pier 25 | 26,607 65 | 23,655 20 | 12,122 30 | 12,989 76 | 5,204 95 | 4,588 90 | 8,508 84 | 27,016 10 | 771 56 | 2,343 33 |
| Pier 26 | 45,320 43 | 53,711 47 | 16,348 68 | 16,348 68 | 6,557 80 | 8,337 45 | 21,850 57 | 33,016 10 | 563 38 | 6,009 24 |
| Pier 27 | 4,089 90 | 3,100 84 | 660 00 | 660 00 | 1,292 70 | 512 35 | 1,506 74 | 1,335 79 | 630 46 | 592 70 |
| Pier 28 | 39,031 50 | 45,847 10 | 9,294 12 | 9,319 12 | 6,392 60 | 6,623 25 | 23,192 37 | 29,467 48 | 152 41 | 437 25 |
| Pier 29 | 42,283 33 | 43,673 55 | 18,081 12 | 18,081 12 | 5,455 35 | 5,084 55 | 17,991 71 | 15,893 33 | 755 15 | 4,614 55 |
| Pier 30 | 88,724 67 | 88,166 77 | 23,330 64 | 23,330 64 | 9,700 60 | 9,360 60 | 55,637 92 | 54,879 03 | 55 51 | 4,378 77 |
| Pier 31 | 35,163 59 | 35,903 23 | 8,637 36 | 8,637 36 | 4,709 40 | 5,036 05 | 20,830 70 | 20,851 05 | 986 13 | 1,378 77 |
| Pier 32 | 57,870 94 | 61,040 17 | 17,119 32 | 19,549 32 | 10,421 20 | 8,709 90 | 29,517 79 | 28,595 05 | 1,112 49 | 4,185 90 |
| Pier 33 | 39,726 49 | 38,398 78 | 10,109 92 | 10,069 92 | 6,446 85 | 5,773 75 | 22,051 23 | 19,758 07 | 811 63 | 2,797 04 |
| Pier 34 | 18,955 30 | 21,062 01 | 7,728 48 | 6,998 40 | 2,276 15 | 3,060 35 | 8,655 95 | 8,173 90 | 294 72 | 2,829 36 |
| Pier 35 | 74,247 66 | 66,652 98 | 22,690 41 | 22,469 28 | 6,969 30 | 4,938 70 | 44,359 69 | 32,514 40 | 228 26 | 6,730 60 |
| Pier 36 | 10,351 24 | 16,303 72 | 3,159 72 | 2,917 27 | 2,469 35 | 7,518 05 | 4,232 01 | 2,852 95 | 490 16 | 3,015 05 |
| Pier 37 | 36,208 11 | 36,548 97 | 15,963 01 | 18,139 68 | 4,004 35 | 4,430 05 | 15,667 59 | 11,604 08 | 563 16 | 2,375 16 |
| Pier 38 | 42,532 21 | 41,705 96 | 15,211 92 | 11,497 52 | 6,616 00 | 6,208 95 | 19,226 24 | 18,794 73 | 1,478 05 | 5,204 76 |
| Pier 39 | 40,236 19 | 50,129 62 | 12,589 51 | 12,834 76 | 5,579 45 | 7,694 00 | 20,792 62 | 24,864 14 | 1,274 71 | 4,764 82 |
| Pier 40 | 45,884 28 | 45,143 64 | 24,208 30 | 21,672 60 | 8,929 50 | 8,999 30 | 11,622 87 | 10,879 57 | 1,123 51 | 3,592 17 |
| Pier 41 | 51,461 41 | 66,931 22 | 18,266 76 | 18,266 76 | 5,948 30 | 6,700 00 | 25,459 03 | 27,104 61 | 1,787 32 | 14,859 85 |
| Pier 42 | 43,612 12 | 22,391 77 | 11,705 40 | 10,166 94 | 6,357 55 | 2,167 40 | 25,304 40 | 9,306 92 | 244 77 | 750 51 |

| | | | | | | | | | | |
|------------------------------------|----------------|----------------|----------------|----------------|--------------|--------------|--------------|--------------|-------------|--------------|
| Pier 43 | 12,882 73 | 12,082 60 | 5,160 00 | 5,160 00 | 1,693 65 | 1,664 10 | 5,993 13 | 5,258 50 | 35 95 | |
| Pier 44 | 55,875 88 | 56,895 36 | 15,649 44 | 15,649 44 | 5,351 75 | 6,569 00 | 33,469 23 | 32,207 89 | 1,405 46 | 2,469 03 |
| Pier 45 | 19,984 06 | 34,370 07 | 1,095 02 | 12,118 94 | 4,995 25 | 9,875 35 | 13,962 97 | 28,870 78 | 13,609 36 | 11,740 18 |
| Pier 46 | 19,984 06 | 34,370 07 | 840 00 | 840 00 | 5,742 80 | 5,852 25 | 12,690 14 | 23,236 38 | 712 01 | 4,441 44 |
| Pier 47 | 2,070 00 | 7,205 12 | 2,070 00 | 1,920 00 | | 3,199 25 | | 2,085 87 | | |
| Pier 48 | 35,789 46 | 34,727 76 | 10,514 88 | 9,953 88 | 5,879 35 | 4,601 15 | 18,689 22 | 14,200 19 | 706 01 | 5,972 54 |
| Pier 49 | 45,417 42 | 35,995 12 | 20,042 88 | 19,420 92 | 21,288 30 | 14,912 00 | 4,086 24 | 1,662 20 | | |
| Pier 50 | 23,945 82 | 18,269 74 | 1,942 80 | 1,543 80 | 6,680 25 | 4,423 75 | 13,962 94 | 9,867 25 | 1,359 83 | 2,454 94 |
| Pier 51 | 31,616 00 | 33,172 51 | 13,692 16 | 13,355 38 | 6,247 35 | 3,730 30 | 11,496 49 | 11,287 08 | 180 00 | 4,799 75 |
| Pier 52 | 28,713 57 | 33,800 50 | 7,500 00 | 7,500 00 | 6,494 30 | 6,154 45 | 12,731 52 | 11,448 91 | 1,987 75 | 8,697 14 |
| Pier 53 | 1,980 00 | 1,980 00 | 1,980 00 | 1,980 00 | | | | | | |
| Pier 54 | 21,692 83 | 17,114 54 | 1,080 00 | 1,080 00 | 7,036 15 | 5,633 60 | 13,373 13 | 10,400 94 | 203 55 | |
| Pier 55 | 1,222 50 | 1,520 00 | 1,222 50 | 1,520 00 | | | | | | |
| Pier 56 | 6,965 24 | 6,915 24 | 6,965 24 | 6,915 24 | | | | | | |
| Pier 57 | 40,032 57 | 40,295 07 | 7,227 40 | 7,217 40 | 7,788 75 | 7,916 20 | 24,423 71 | 25,161 47 | 592 71 | |
| Pier 58 | 10,833 78 | 10,833 78 | 10,833 78 | 10,833 78 | | | | | | |
| Pier 59 | 3,915 85 | 3,617 31 | 240 00 | 240 00 | 1,982 85 | 1,777 10 | 1,693 00 | 1,600 21 | | |
| Pier 60 | 9,950 05 | 11,097 62 | 120 00 | 120 00 | 2,169 80 | 2,724 80 | 7,660 25 | 8,252 82 | | |
| Pier 61 | 44,230 26 | 41,492 99 | 3,900 00 | 3,900 00 | 3,341 10 | 1,963 25 | 21,578 06 | 15,884 86 | 15,411 10 | 19,744 88 |
| Pier 62 | 12,069 47 | 8,817 03 | 776 30 | 250 00 | 4,215 75 | 3,257 50 | 7,077 42 | 5,220 78 | | 88 75 |
| Pier 63 | 39,443 05 | 42,761 55 | | | | | | | 39,443 05 | 42,761 55 |
| Ferry Slip 200 | 17,401 29 | 17,258 78 | 15,051 12 | 15,051 12 | | | 2,350 17 | 2,207 66 | | |
| Ferry Slip 201 | 9,200 98 | 9,232 70 | 9,000 00 | 9,000 00 | | | 200 98 | 232 70 | | |
| Ferry Slip 202 | 13,309 56 | 13,328 46 | 13,309 56 | 13,328 46 | | | | | | |
| Ferry Slip 203 | 12,311 43 | 12,311 43 | 12,311 43 | 12,311 43 | | | | | | |
| Ferry Slip 204 | 10,244 88 | 10,244 88 | 10,244 88 | 10,244 88 | | | | | | |
| Ferry Slip 205 | 10,206 00 | 10,206 00 | 10,206 00 | 10,206 00 | | | | | | |
| Ferry Slip 206 | 9,724 89 | 9,724 89 | 9,724 89 | 9,724 89 | | | | | | |
| Ferry Slip 207 | 9,719 51 | 9,719 51 | 9,719 51 | 9,719 51 | | | | | | |
| Ferry Slip 208 | 31,315 64 | 28,886 31 | 11,789 60 | 11,789 60 | | | 19,526 04 | 17,096 71 | | |
| Ferry Slip 209 | 9,730 80 | 9,730 80 | 9,730 80 | 9,730 80 | | | | | | |
| Ferry Slip 210 | 15,107 98 | 14,765 98 | 12,101 28 | 12,101 28 | | | 3,006 70 | 2,664 70 | | |
| Ferry Slip 250 | 49,909 18 | 45,982 54 | 28,824 00 | 28,824 00 | | | 21,085 18 | 17,158 54 | | |
| Ferry Slip 260 | 23,742 45 | 21,741 05 | 5,040 00 | 5,040 00 | | | 18,702 45 | 16,701 05 | | |
| Ferry Slip 261 | 31,114 17 | 28,968 54 | 14,400 00 | 14,400 00 | | | 16,714 17 | 14,568 54 | | |
| Ferry Slip 262 | 3,815 30 | 4,409 90 | | | | | 3,815 30 | 4,409 90 | | |
| Ferry Slip 263 | 24,137 90 | 22,848 60 | | | | | 24,137 90 | 22,848 60 | | |
| Ferry Slip 264 | 5,052 70 | 2,914 80 | | | | | 5,052 70 | 2,914 80 | | |
| Ferry Building and annexes 275-278 | 244,735 04 | 249,692 97 | 244,735 04 | 249,692 97 | | | | | | |
| Seawall lots 300-344 | 187,195 48 | 208,821 42 | 187,195 48 | 208,821 42 | | | | | | |
| Miscellaneous rent | 24,322 85 | 24,599 73 | 24,322 85 | 24,599 73 | | | | | | |
| Total port revenue | \$2,347,494 75 | \$2,469,749 74 | \$1,222,587 81 | \$1,261,359 26 | \$254,948 15 | \$263,852 35 | \$776,128 95 | \$742,490 45 | \$93,829 84 | \$202,047 68 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II. SCHEDULE II

Comparative Statement of Expenditures for Administration, Operation and Maintenance for the Fiscal Years Ended June 30, 1936, and June 30, 1935

| | Account numbers | Fiscal year ending June 30, 1936 | Fiscal year ending June 30, 1935 |
|------------------------------------|-----------------|----------------------------------|----------------------------------|
| ADMINISTRATION | | | |
| Executives and assistants..... | 401 | \$25,552 27 | \$25,023 39 |
| Administrative engineering..... | 402 | 16,485 34 | 16,339 51 |
| Accounting..... | 403 | 23,460 34 | 22,612 44 |
| General office expense..... | 404 | 38,318 78 | 39,870 93 |
| Chief wharfinger's office..... | 405 | 7,302 61 | 7,568 83 |
| Law Department..... | 406 | 6,368 88 | 5,730 17 |
| Traffic Department..... | 407 | 5,767 33 | 7,014 91 |
| Laboratory..... | 408 | 3,672 80 | 3,947 39 |
| Preliminary engineering..... | 409 | 304 58 | 418 68 |
| Advertising and publicity..... | 410 | 971 72 | 2,136 42 |
| Office housing..... | 411 | 4,527 05 | 4,888 29 |
| Stationery and printing..... | 412 | 8,492 23 | 14,670 16 |
| General Fund..... | 413 | | |
| Total administration..... | | \$141,223 93 | \$150,221 12 |
| PORT OPERATING EXPENSES | | | |
| Piers and wharves— | | | |
| Superintendence..... | 501 | | |
| Wharfingers..... | 502 | \$41,936 37 | \$41,855 06 |
| Light and power..... | 503 | 15,152 90 | 15,544 53 |
| General wharf expense..... | 504 | 19,467 47 | 30,749 58 |
| State refrigeration terminal..... | 505 | 50,918 28 | 47,046 17 |
| Total piers and wharves..... | | \$127,475 02 | \$135,195 34 |
| Fire protection— | | | |
| Fire boats service..... | 507 | \$78,717 73 | \$82,785 16 |
| Fire hydrant and alarm system..... | 508 | 1,231 75 | 1,012 75 |
| Fighting fires..... | 509 | | |
| Fire insurance..... | 510 | 14,899 81 | 23,015 60 |
| Fire losses..... | 511 | | |
| Total fire protection..... | | \$94,849 29 | \$106,813 51 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II. SCHEDULE II—Continued

Comparative Statement of Expenditures for Administration, Operation and Maintenance for the Fiscal Years Ended June 30, 1936, and June 30, 1935

| | Account numbers | Fiscal year ending June 30, 1936 | | Fiscal year ending June 30, 1935 | |
|--|-----------------|----------------------------------|-------------|----------------------------------|-------------|
| | | | | | |
| Public welfare service— | | | | | |
| Embarcadero bus service..... | 520 | \$4,537 08 | | \$7,912 41 | |
| Police service..... | 521 | 13,568 94 | | 16,688 37 | |
| Special police service..... | 522 | | | 122 81 | |
| Fog bells, signs and signals..... | 523 | 165 39 | | 9,667 50 | |
| Street lighting..... | 524 | 9,191 49 | | | |
| Total public welfare service..... | | | \$27,462 90 | | \$34,391 09 |
| Street and sanitation service— | | | | | |
| Superintendence..... | 540 | \$4 96 | | | |
| Cleaning streets..... | 541 | 3,953 34 | | 4,333 80 | |
| Total street and sanitation service..... | | | \$3,958 30 | | \$4,333 80 |
| Electric power system— | | | | | |
| Power control..... | 550 | \$7,096 95 | | \$6,587 19 | |
| Commercial electric current..... | 551 | 12,431 47 | | 13,214 92 | |
| Power connections and service..... | 552 | 754 34 | | 1,469 60 | |
| Total electric power system..... | | | \$20,282 76 | | \$21,271 71 |
| Automotive equipment— | | | | | |
| Automobiles..... | 560 | \$1,832 76 | | \$2,754 91 | |
| Auto trucks..... | 561 | 1,266 21 | | 1,749 70 | |
| Miscellaneous equipment..... | 562 | | | | |
| Chauffeur service..... | 563 | 1,451 83 | | 1,706 78 | |
| Truck driver service..... | 564 | 3,872 03 | | 4,877 52 | |
| Total automotive equipment..... | | | \$8,422 83 | | \$11,088 91 |

| | | | | | |
|------------------------------------|-----|-------------|-------------|-------------|--------------|
| Ferry Building— | | | | | |
| Superintendence..... | 570 | \$2,602 51 | | \$2,700 00 | |
| Heating system..... | 571 | 7,484 13 | | 8,517 91 | |
| Fuel for heating system..... | 572 | 6,032 69 | | 4,999 15 | |
| Light and power..... | 573 | 20,869 98 | | 22,075 64 | |
| Water..... | 574 | 5,715 71 | | 5,204 00 | |
| Ladies waiting room..... | 575 | 5,758 34 | | 5,766 51 | |
| Janitor service..... | 576 | 32,703 40 | | 34,181 70 | |
| Miscellaneous..... | 577 | 120 00 | | 565 00 | |
| Light and power..... | 578 | 170 84 | | 196 78 | |
| Total Ferry Building..... | | | \$81,457 60 | | \$84,206 69 |
| Undistributed expense— | | | | | |
| Vacation and sick leave..... | 585 | \$9,997 43 | | \$41,529 62 | |
| Store expense..... | 586 | 3,647 12 | | 3,603 15 | |
| Boom operation..... | 587 | 5,645 97 | | 9,251 77 | |
| Injuries to persons..... | 588 | 8,518 06 | | 6,542 28 | |
| Miscellaneous..... | 590 | 71 68 | | 5,513 74 | |
| Stores adjustments..... | 591 | 80 40 | | 106 79 | |
| Prior year expense..... | 592 | 729 75 | | | |
| Retirement system..... | 593 | 19,677 05 | | | |
| Total undistributed expense..... | | | \$48,206 66 | | \$89,591 74 |
| Total port operation..... | | | | | \$412,115 36 |
| PORT MAINTENANCE | | | | | |
| Engineering— | | | | | |
| Maintenance engineering..... | 600 | \$8,416 69 | | \$18,461 28 | |
| Total engineering..... | | | \$8,416 69 | | \$18,461 28 |
| General superintendence— | | | | | |
| Superintendence..... | 603 | \$17,093 19 | | \$16,691 87 | |
| Total general superintendence..... | | | \$17,093 19 | | \$16,691 87 |
| | | | | | \$486,892 79 |

| | | | |
|------------------------------------|-----|--------------|--------------|
| Pier No. 38 | 605 | 48 75 | 5,954 36 |
| Pier No. 39 | 605 | 4 20 | 19,170 00 |
| Pier No. 40 | 605 | 2,159 78 | 3,370 53 |
| Pier No. 41 | 605 | 6,092 96 | 7,317 35 |
| Pier No. 42 | 605 | 113 71 | 9,116 39 |
| Pier No. 43 | 605 | 664 06 | 6,257 27 |
| Pier No. 44 | 605 | 894 50 | 452 94 |
| Pier No. 45 | 605 | 73 87 | 126 12 |
| Pier No. 46 | 605 | 208 89 | 2,260 79 |
| Pier No. 47 | 605 | 20 25 | 1,587 91 |
| Pier No. 48 | 605 | 49 20 | 185 55 |
| Pier No. 49 | 605 | 2,149 94 | 1,280 18 |
| Pier No. 50 | 605 | | 82 50 |
| Pier No. 51 | 605 | 607 08 | 4,593 86 |
| Pier No. 52 | 605 | 15 82 | 18 62 |
| Pier No. 53 | 605 | 679 49 | 94 94 |
| Pier No. 54 | 605 | 136 68 | |
| Pier No. 55 | 605 | 14,907 24 | 7,904 54 |
| Pier No. 56 | 605 | 5,707 77 | 29,522 28 |
| Pier No. 57 | 605 | 172 56 | |
| Pier No. 58 | 605 | 10 41 | |
| Pier No. 59 | 605 | 7,202 68 | 4,044 77 |
| Pier No. 60 | 605 | 2,147 28 | 4,002 25 |
| Pier No. 61 | 605 | | 37 53 |
| Total pier and wharf substructures | | \$122,438 09 | \$200,457 03 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II. SCHEDULE II.—Continued

Comparative Statement of Expenditures for Administration, Operation and Maintenance for the Fiscal Years Ended June 30, 1936, and June 30, 1935

| | Account numbers | Fiscal year ending June 30, 1936 | | Fiscal year ending June 30, 1935 | |
|-----------------------|-----------------|----------------------------------|--|----------------------------------|--|
| Pier and wharf sheds— | | | | | |
| Pier Shed No. 1..... | 606 | \$114 69 | | \$110 20 | |
| Pier Shed No. 3..... | 606 | 1,765 87 | | 7,468 42 | |
| Pier Shed No. 5..... | 606 | 17,066 04 | | 4,195 13 | |
| Pier Shed No. 7..... | 606 | 938 09 | | 2,169 85 | |
| Pier Shed No. 9..... | 606 | 1,520 34 | | 100 11 | |
| Pier Shed No. 11..... | 606 | 4,027 04 | | 255 97 | |
| Pier Shed No. 14..... | 606 | 2,391 09 | | 1,822 79 | |
| Pier Shed No. 15..... | 606 | 430 29 | | 259 17 | |
| Pier Shed No. 16..... | 606 | 420 24 | | 3,679 08 | |
| Pier Shed No. 17..... | 606 | 7,137 51 | | 225 62 | |
| Pier Shed No. 18..... | 606 | 7,388 49 | | 2,135 53 | |
| Pier Shed No. 19..... | 606 | 20 00 | | 26 51 | |
| Pier Shed No. 20..... | 606 | 4,067 21 | | 423 81 | |
| Pier Shed No. 21..... | 606 | ----- | | 1 32 | |
| Pier Shed No. 22..... | 606 | 1,335 13 | | 976 93 | |
| Pier Shed No. 23..... | 606 | 330 36 | | 341 98 | |
| Pier Shed No. 24..... | 606 | 69 04 | | 223 95 | |
| Pier Shed No. 25..... | 606 | 8,306 31 | | 694 12 | |
| Pier Shed No. 26..... | 606 | 9,078 48 | | 9,221 61 | |
| Pier Shed No. 27..... | 606 | 114 15 | | 1,045 83 | |
| Pier Shed No. 28..... | 606 | 935 04 | | 1,120 20 | |
| Pier Shed No. 29..... | 606 | 1,814 69 | | 2,304 43 | |
| Pier Shed No. 30..... | 606 | 991 00 | | 15,462 10 | |
| Pier Shed No. 31..... | 606 | 859 70 | | 118 44 | |
| Pier Shed No. 32..... | 606 | 2,525 05 | | 16,155 54 | |
| Pier Shed No. 33..... | 606 | 8,528 24 | | 1,255 30 | |
| Pier Shed No. 34..... | 606 | 240 18 | | 468 19 | |
| Pier Shed No. 35..... | 606 | 1,391 36 | | 1,402 75 | |
| Pier Shed No. 36..... | 606 | 1,500 43 | | 3,459 03 | |
| Pier Shed No. 37..... | 606 | 2,132 44 | | 538 20 | |

| | | | | |
|-------------------------------------|-----|--------------|--------------|--|
| Pier Shed No. 38..... | 606 | 1,425 37 | 1,304 10 | |
| Pier Shed No. 39..... | 606 | 366 33 | 239 06 | |
| Pier Shed No. 40..... | 606 | 938 82 | 1,542 26 | |
| Pier Shed No. 41..... | 606 | 1,727 39 | 1,520 73 | |
| Pier Shed No. 42..... | 606 | 1,090 21 | 4,969 83 | |
| Pier Shed No. 43..... | 606 | 9 62 | 23 61 | |
| Pier Shed No. 44..... | 606 | 1,290 73 | 3,076 53 | |
| Pier Shed No. 45..... | 606 | 472 58 | 763 15 | |
| Pier Shed No. 46..... | 606 | 380 59 | 500 04 | |
| Pier Shed No. 48..... | 606 | 107 41 | 379 84 | |
| Pier Shed No. 49..... | 606 | 2,724 04 | 1,264 11 | |
| Pier Shed No. 50..... | 606 | 918 75 | 473 19 | |
| Pier Shed No. 54..... | 606 | 1,587 14 | 16,832 07 | |
| Pier Shed No. 56..... | 606 | 3,755 04 | 3,102 18 | |
| Pier Shed No. 58..... | 606 | 1 94 | 8 80 | |
| Pier Shed No. 62..... | 606 | 15 26 | 22 79 | |
| Pier Shed No. 64..... | 606 | 92 | 2 25 | |
| Pier Shed No. 90..... | 606 | 1,041 49 | 2,149 33 | |
| Pier Shed No. 92..... | 606 | 72 | 78 90 | |
| Total pier and wharf sheds..... | | \$104,452 37 | \$115,757 08 | |
| Floats— | | | | |
| Floats and appurtenances..... | 607 | \$2,397 29 | \$754 93 | |
| Total floats and appurtenances..... | | \$2,397 29 | \$754 93 | |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II. SCHEDULE II—Continued

Comparative Statement of Expenditures for Administration, Operation and Maintenance for the Fiscal Years Ended June 30, 1936, and June 30, 1935

| | Account numbers | Fiscal year ending June 30, 1936 | Fiscal year ending June 30, 1935 |
|-----------------------------------|-----------------|----------------------------------|----------------------------------|
| Ferry slip and dolphin buildings: | | | |
| Ferry slip substructures— | | | |
| Passenger Ferry Slip No. 200 | 610 | \$90 90 | \$3 56 |
| Passenger Ferry Slip No. 201 | 610 | 136 58 | 272 22 |
| Passenger Ferry Slip No. 202 | 610 | 747 09 | 983 04 |
| Passenger Ferry Slip No. 203 | 610 | 668 79 | 4,068 85 |
| Passenger Ferry Slip No. 204 | 610 | 569 20 | 538 95 |
| Passenger Ferry Slip No. 205 | 610 | 706 88 | 300 81 |
| Passenger Ferry Slip No. 206 | 610 | 158 50 | 1,054 97 |
| Passenger Ferry Slip No. 207 | 610 | 47 16 | 39 51 |
| Automobile Ferry Slip No. 208 | 610 | 28 30 | 11 57 |
| Automobile Ferry Slip No. 209 | 610 | | |
| Automobile Ferry Slip No. 210 | 610 | | |
| Car Ferry Slip No. 262 | 610 | 111 27 | 133 49 |
| Car Ferry Slip No. 263 | 610 | 550 70 | 6,274 64 |
| Car Ferry Slip No. 264 | 610 | 94 25 | 2,683 09 |
| Total ferry slip substructures | | \$3,727 82 | \$16,364 70 |
| Ferry slip (dolphin) buildings— | | | |
| Dolphin Building No. 200 | 611 | | \$1 58 |
| Dolphin Building No. 201 | 611 | \$11 73 | 96 59 |
| Dolphin Building No. 202 | 611 | 64 10 | 16 88 |
| Dolphin Building No. 203 | 611 | 60 22 | 63 76 |
| Dolphin Building No. 204 | 611 | 120 03 | 912 37 |
| Dolphin Building No. 205 | 611 | 13 11 | 9 98 |
| Dolphin Building No. 206 | 611 | 9 24 | 18 19 |
| Dolphin Building No. 207 | 611 | 228 77 | 12 03 |
| Dolphin Building No. 208 | 611 | 58 28 | 279 32 |
| Dolphin Building No. 209 | 611 | | |
| Dolphin Building No. 210 | 611 | 22 32 | |
| Total dolphin buildings | | \$587 80 | \$1,410 70 |

| | | | | |
|---|-----|-------------|-------------|--------------|
| Dredging basins and channels— | | | | |
| Superintendence..... | 615 | \$3,363 37 | | \$3,365 59 |
| Operating dredges and scoops..... | 616 | 54,286 68 | | 70,062 77 |
| Operating tugs..... | 617 | 42,054 68 | | 56,301 58 |
| Total dredging..... | | | \$99,704 73 | \$129,729 94 |
| Streets, sewers and seawall lots— | | | | |
| Superintendence..... | 620 | | | |
| Pavement..... | 621 | \$16,602 70 | | \$29,203 77 |
| Sewers and drains..... | 622 | 1,645 34 | | 176 51 |
| Seawall lots..... | 623 | | | |
| Sidewalks and curbs..... | 624 | 11 22 | | 182 70 |
| Total streets, sewers and seawall lots..... | | | \$18,259 26 | \$29,562 98 |
| Fire protection— | | | | |
| Fire equipment..... | 625 | \$5,670 44 | | \$1,599 67 |
| Total fire protection..... | | | \$5,670 44 | \$1,599 67 |
| Signs and signals— | | | | |
| Fog bells, signs and signals..... | 627 | \$548 21 | | \$2,135 10 |
| Traffic signs and signals..... | 628 | 1,882 58 | | 1,109 97 |
| Total signs and signals..... | | | \$2,430 79 | \$3,245 07 |
| Underground conduits and piersystems— | | | | |
| Underground electrical equipment..... | 630 | \$1,951 55 | | \$1,362 40 |
| Pier and ferry slip electrical systems..... | 631 | 6,538 47 | | 16,531 69 |
| Total underground conduits and piersystems..... | | | \$8,490 02 | \$17,894 09 |

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II. SCHEDULE II—Continued

Comparative Statement of Expenditures for Administration, Operation and Maintenance for the Fiscal Years Ended June 30, 1936, and June 30, 1935

| | Account numbers | Fiscal year ending June 30, 1936 | Fiscal year ending June 30, 1935 |
|---|-----------------|----------------------------------|----------------------------------|
| Ferry Building— | | | |
| Maintenance of Ferry Building----- | 635 | \$9,087 99 | \$10,701 18 |
| Heating system----- | 636 | 8,416 80 | 8,438 05 |
| Lighting system----- | 637 | 2,436 08 | 5,102 48 |
| Water system----- | 638 | 2,143 91 | 1,466 62 |
| Ladies waiting room----- | 639 | 5 81 | 37 84 |
| Ferry Building tower----- | 640 | 876 72 | 1,104 09 |
| Annex A----- | 641 | 248 90 | 1,354 21 |
| Annex B----- | 642 | 2,361 55 | 4,132 95 |
| Annex C----- | 643 | 287 91 | 1,415 15 |
| Subway----- | 644 | 55 56 | 630 88 |
| Viaduct----- | 645 | 8 94 | 2 25 |
| Total Ferry Building----- | | \$25,930 17 | \$34,385 70 |
| Other buildings— | | | |
| Buildings other than pier sheds and Ferry Building group----- | 650 | \$12 99 | \$7,005 07 |
| Total buildings----- | | \$12 99 | \$7,005 07 |
| Maintenance of equipment: | | | |
| Dredges, tugs and scows— | | | |
| Dredge No. 3----- | 655 | \$3,329 23 | \$27,384 20 |
| Dredge No. 4----- | 655 | 10,619 61 | 20,308 09 |
| Tug No. 10----- | 656 | 3,614 35 | 11,306 17 |
| Tug No. 11----- | 656 | 5,808 69 | 7,478 40 |
| Scow No. 22----- | 657 | 3,711 38 | 12,695 88 |
| Scow No. 23----- | 657 | 3,662 61 | 3,431 43 |
| Scow No. 24----- | 657 | 4,043 11 | 5,249 98 |
| Scow No. 25----- | 657 | 3,043 12 | 5,213 80 |
| Total dredges, tugs and scows----- | | \$37,832 10 | \$93,067 95 |

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT A

Statement Showing Contracts Under Way at Date of Last Biennial Report and Since Completed

| Contractor | Date of contract | Description | Contract price | Extras | Total | Date of completion |
|------------------------------------|------------------|--|----------------|------------|-------------|--------------------|
| California Gunit Company..... | Feb. 13, 1934 | Repair reinforced concrete beams and girders of Pier 39 and various other piers..... | \$41,847 65 | \$7,176 06 | \$49,023 71 | Aug. 9, 1934 |
| A. W. Kitchen..... | May 1, 1934 | Furnish labor and materials and construct additions and betterments to Wharf 47..... | 16,897 00 | 1,426 14 | 18,323 14 | July 19, 1934 |
| Healy Tibbitts Construction Co.... | June 11, 1934 | Furnish labor and material and construct additions and betterments to Pier 42..... | 66,548 00 | 1,234 30 | 67,782 30 | Jan. 31, 1935 |

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT B

Statement Showing Work Contracted for and Completed within Biennial Period July 1, 1934, to June 30, 1936

| Contractor | Date of contract | Description | Contract price | Extras | Total | Date of completion |
|---------------------------------|------------------|---|----------------|----------|-------------|--------------------|
| Meyer Construction Company..... | July 20, 1934 | Furnish materials and construct additions and betterments to Pier 42 shed..... | \$13,750 00 | \$23 15 | \$13,773 15 | Mar. 7, 1935 |
| F. C. Amorose & Sons..... | Aug. 24, 1934 | Furnish materials and construct bulkhead building at Piers 38 and 40..... | 68,487 00 | 1,180 04 | 69,667 04 | Aug. 18, 1935 |
| J. G. Wilson Corporation..... | Sept. 22, 1934 | Furnish and install steel rolling doors in bulkhead building at Piers 38 and 40..... | 5,233 00 | 29 00 | 5,262 00 | Nov. 29, 1934 |
| Pacific Pavements Co., Ltd..... | Feb. 7, 1935 | Laying bituminous pavement on deck of Pier 42..... | 2,435 96 | 63 47 | 2,499 43 | Mar. 16, 1935 |
| Louis C. Dunn..... | April 5, 1935 | Furnish and install car ferry apron for Pier 43..... | 18,741 00 | 411 82 | 19,152 82 | Sept. 11, 1935 |
| Eaton & Smith..... | Aug. 7, 1935 | Construct Belt Railroad with tracks at China Basin..... | 4,439 00 | 57 18 | 4,496 18 | Oct. 21, 1935 |
| Malott & Peterson..... | Aug. 22, 1935 | Lay new roofing on sheds of Piers 17, 33 and 26..... | 11,411 61 | ----- | 11,411 61 | Nov. 14, 1935 |
| M. E. Vukievich..... | Aug. 30, 1935 | Furnish materials and construct two-story restaurant building at Fishermen's Wharf..... | 4,293 00 | 206 44 | 4,499 44 | Dec. 19, 1935 |

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT C
Statement Showing Work Contracted for but Not Completed within the Biennial Period July 1, 1934, to June 30, 1936

| Contractor | Date of contract | Description | Contract price | Payments to June 30, 1936 |
|-------------------------------------|------------------|--|----------------|---------------------------|
| Healy Tibbetts Construction Co..... | Dec. 10, 1935 | Furnish material and construct bulkhead wharf at Piers 44 and 46, and make additions and betterments to Pier 46..... | \$101,400 00 | \$24,152 64 |
| Healy Tibbetts Construction Co..... | Dec. 10, 1935 | Furnish material and construct connecting wharf and building between Piers 24 and 26..... | 66,720 00 | 16,317 80 |
| Kinnear Mfg. Co. of California..... | Jan. 13, 1936 | Furnish and install steel rolling doors in the connecting wharf building between Piers 24 and 26..... | 4,197 00 | ----- |
| A. D. Schader..... | May 28, 1936 | Furnish materials and construct paving and track work for the bulkhead wharf at Piers 44 and 46..... | 11,297 39 | ----- |

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT D
Summary of Tonnage Over Wharves for the Fiscal Years 1934-1935 and 1935-1936

| | Inbound | | | | | Outbound | | | | | Grand total |
|------------------------|------------|-----------------|---------------|---------|-----------|------------|-----------------|---------------|-----------|-----------|-------------|
| | Coast-wise | Inland waterway | Inter-coastal | Foreign | Total | Coast-wise | Inland waterway | Inter-coastal | Foreign | Total | |
| 1934— | | | | | | | | | | | |
| July..... | 8,399 | 184,654 | 26,370 | 40,774 | 260,197 | 2,488 | 103,469 | 62,280 | 88,372 | 246,609 | 506,806 |
| August..... | 75,399 | 307,507 | 81,871 | 86,971 | 551,748 | 94,368 | 132,960 | 90,195 | 176,740 | 494,263 | 1,046,011 |
| September..... | 77,264 | 266,107 | 58,775 | 63,820 | 465,966 | 74,666 | 106,783 | 82,212 | 148,813 | 412,474 | 878,440 |
| October..... | 75,632 | 281,615 | 52,501 | 59,979 | 469,727 | 92,651 | 107,233 | 86,738 | 173,890 | 460,512 | 930,239 |
| November..... | 57,732 | 256,026 | 56,670 | 56,635 | 427,063 | 71,261 | 105,770 | 72,860 | 132,866 | 382,757 | 809,820 |
| December..... | 72,264 | 207,883 | 50,847 | 58,257 | 387,251 | 58,895 | 92,028 | 58,418 | 122,447 | 331,788 | 719,039 |
| 1935— | | | | | | | | | | | |
| January..... | 56,514 | 240,295 | 45,962 | 75,033 | 417,804 | 59,621 | 84,159 | 76,471 | 137,042 | 357,293 | 775,097 |
| February..... | 53,701 | 231,736 | 48,805 | 65,289 | 399,531 | 64,370 | 86,438 | 58,829 | 119,622 | 329,259 | 728,790 |
| March..... | 61,484 | 242,040 | 47,838 | 71,930 | 423,292 | 86,323 | 88,557 | 78,525 | 117,050 | 370,455 | 793,747 |
| April..... | 55,090 | 244,770 | 56,989 | 78,716 | 435,565 | 86,265 | 96,132 | 79,317 | 125,672 | 387,386 | 822,951 |
| May..... | 60,372 | 245,969 | 51,629 | 73,558 | 431,528 | 72,231 | 101,599 | 94,323 | 125,737 | 393,890 | 825,418 |
| June..... | 42,743 | 235,755 | 52,714 | 67,617 | 398,829 | 71,569 | 101,177 | 70,758 | 109,355 | 352,859 | 751,688 |
| Totals, 1934-1935..... | 696,594 | 2,942,357 | 630,971 | 798,579 | 5,068,501 | 834,708 | 1,206,305 | 900,976 | 1,577,606 | 4,519,545 | 9,588,046 |
| 1935— | | | | | | | | | | | |
| July..... | 56,105 | 210,875 | 52,897 | 72,495 | 392,372 | 74,015 | 90,862 | 63,156 | 121,540 | 349,573 | 741,945 |
| August..... | 54,155 | 257,943 | 58,200 | 72,420 | 442,718 | 72,220 | 100,357 | 72,428 | 150,744 | 395,749 | 838,467 |
| September..... | 62,542 | 250,802 | 49,435 | 67,096 | 429,875 | 75,956 | 100,852 | 75,915 | 159,538 | 412,261 | 842,136 |
| October..... | 68,800 | 246,866 | 60,705 | 72,865 | 449,236 | 58,004 | 104,161 | 88,622 | 130,886 | 381,673 | 830,909 |
| November..... | 62,582 | 267,617 | 57,546 | 61,960 | 449,705 | 52,879 | 110,357 | 81,852 | 149,110 | 394,198 | 843,903 |
| December..... | 57,761 | 233,976 | 54,672 | 73,037 | 419,446 | 52,972 | 96,935 | 74,350 | 130,041 | 354,298 | 773,744 |
| 1936— | | | | | | | | | | | |
| January..... | 35,746 | 235,289 | 56,271 | 89,025 | 416,331 | 45,325 | 100,946 | 80,042 | 142,665 | 368,978 | 785,309 |
| February..... | 30,200 | 230,124 | 49,678 | 69,434 | 379,436 | 38,134 | 100,920 | 71,990 | 122,765 | 333,809 | 713,245 |
| March..... | 48,266 | 235,072 | 52,189 | 96,339 | 439,866 | 59,147 | 109,662 | 75,371 | 117,294 | 361,474 | 801,340 |
| April..... | 58,647 | 249,865 | 51,553 | 74,788 | 434,853 | 65,941 | 117,028 | 48,479 | 111,512 | 342,960 | 767,813 |
| May..... | 57,396 | 248,221 | 62,669 | 86,989 | 455,275 | 57,463 | 115,022 | 65,761 | 120,353 | 358,599 | 813,874 |
| June..... | 62,623 | 266,182 | 69,900 | 81,524 | 480,229 | 76,089 | 114,712 | 68,650 | 134,540 | 393,995 | 874,224 |
| Totals, 1935-1936..... | 654,823 | 2,930,832 | 675,715 | 917,972 | 5,179,342 | 728,145 | 1,261,818 | 866,616 | 1,590,988 | 4,447,567 | 9,626,909 |

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT E

Summary Statement Showing Tons of Freight Discharged and Loaded Over the State Wharves During the Forty-two Years from 1894 to 1936

| Year | | Tons |
|--|---------|------------|
| 1894-1895 | ----- | 3,729,367 |
| 1895-1896 | ----- | 3,848,461 |
| 1896-1897 | ----- | 3,657,219 |
| 1897-1898 | ----- | 3,894,362 |
| 1898-1899 | ----- | 4,154,543 |
| 1899-1900 | ----- | 4,646,157 |
| 1900-1901 | ----- | 5,048,831 |
| 1901-1902 | ----- | 4,890,679 |
| 1902-1903 | ----- | 5,203,485 |
| 1903-1904 | ----- | 5,528,048 |
| 1904-1905 | ----- | 5,292,113 |
| 1905-1906 | ----- | 5,748,992 |
| 1906-1907 | ----- | 6,802,793 |
| 1907-1908 | ----- | 6,468,527 |
| 1908-1909 | ----- | 6,325,078 |
| 1909-1910 | ----- | 6,866,148 |
| 1910-1911 | ----- | 6,629,122 |
| 1911-1912 | ----- | 6,798,726 |
| 1912-1913 | ----- | 7,528,965 |
| 1913-1914 | ----- | 7,253,896 |
| 1914-1915 | ----- | 7,947,117 |
| 1915-1916 | ----- | 8,900,255 |
| 1916-1917 | ----- | 9,389,417 |
| United States transport wharves, Western Sugar Refinery wharves, Bethlehem Shipbuilding Corporation and U. S. Steel Products Co. wharves | 465,142 | 9,854,559 |
| 1917-1918 | ----- | 9,707,612 |
| United States transport wharves, etc. | 550,000 | 10,257,612 |
| 1918-1919 | ----- | 8,678,791 |
| United States transport wharves, etc. | 519,678 | 9,198,469 |
| 1919-1920 | ----- | 8,916,798 |
| United States transport wharves, etc. | 550,000 | 9,466,798 |
| 1920-1921 | ----- | 8,208,577 |
| United States transport wharves, etc. | 304,510 | 8,513,087 |
| 1921-1922 | ----- | 8,193,435 |
| United States transport wharves, etc. | 434,565 | 8,628,000 |
| 1922-1923 | ----- | 10,087,936 |
| 1923-1924 | ----- | 10,607,309 |
| 1924-1925 | ----- | 10,099,336 |
| 1925-1926 | ----- | 10,652,076 |
| 1926-1927 | ----- | 11,131,850 |
| 1927-1928 | ----- | 10,854,087 |
| 1928-1929* | ----- | 11,639,971 |
| 1929-1930* | ----- | 12,448,242 |
| 1930-1931* | ----- | 11,639,151 |
| 1931-1932* | ----- | 9,578,118 |
| 1932-1933* | ----- | 8,674,528 |
| 1933-1934* | ----- | 9,026,604 |
| 1934-1935* | ----- | 9,947,117 |
| 1935-1936* | ----- | 9,626,909 |

* Includes tonnage of inbound inland waterway and coastwise cargo reshipped which was not included prior to April, 1929.

HARBOR FACILITIES

JUNE 30, 1936

LAND—

| | |
|---|-------------|
| Seawall lots and other reclaimed lands..... | 105 acres |
| Embarcadero and other streets..... | 204 acres |
| Submerged land inside of seawall line..... | 491 acres |
| Submerged land between seawall and pierhead line..... | 1,112 acres |
| Total area..... | 1,912 acres |

PIER AND WHARF AREA—

| | |
|------------------------------|--------------|
| Covered, ground floor..... | 111.64 acres |
| Covered, upper floor..... | 7.54 acres |
| Uncovered, ground floor..... | 74.83 acres |
| Uncovered, upper floor..... | 1.61 acres |
| Total acres..... | 195.62 acres |

| | |
|--|------------|
| Berthing space, exclusive of pier ends..... | 17.5 miles |
| Car ferry slips..... | 6 |
| Passenger ferry slips, including automobile ferry slips..... | 15 |

BELT RAILROAD EQUIPMENT—

| | |
|-------------------------------|---|
| Locomotives, 75 ton..... | 7 |
| Locomotive crane, 15 ton..... | 1 |

BELT RAILROAD TRACKAGE—

Tracks operated by State Belt Railroad:

| | |
|--|-------------|
| Main tracks, owned..... | 11.04 miles |
| Yard switching tracks, owned..... | 27.65 miles |
| Operated under trackage rights, not owned..... | 12.17 miles |

Total operated..... 50.86 miles

Tracks owned but not operated by State Belt Railroad:

| | |
|----------------------------|-------------|
| Yard switching tracks..... | 16.63 miles |
|----------------------------|-------------|

DRY DOCKS, MARINE RAILWAYS AND DERRICK FACILITIES IN THE PORT OF SAN FRANCISCO

Graving Docks

HUNTERS POINT

Bethlehem Shipbuilding Corporation, Limited:

- No. 2. Length, 750 feet; width, top, 103 feet; width, bottom, 74 feet; depth, over sill, 28 feet 6 inches.
- No. 3. Length, 1,020 feet; width, top, 153 feet; width, bottom, 110 feet; depth, over sill, 45 feet 6 inches.

Floating Dry Docks

Bethlehem Shipbuilding Corporation, Limited:

- No. 2. Length, 271 feet; width, 66 feet; capacity, 2,000 tons.
- No. 3. Length, 301 feet; width, 68 feet; capacity, 2,500 tons.
- No. 4. Length, 450 feet; width, 80 feet; capacity, 6,500 tons.

Moore Dry Dock Company:

- No. 4. Length, 460 feet; width, 92 feet; capacity, 20,000 tons.
- No. 5. Length, 390 feet; width, 92 feet; capacity, 15,000 tons.

Marine Railways

Moore Dry Dock Company:

- No. 1. Length, 452 feet; width, 68 feet; capacity, 8,000 tons.
Length of largest vessel taken, 454 feet. With extensions.
- No. 2. Length, 422 feet; width, 68 feet; capacity, 7,000 tons.
Length of largest vessel taken, 446 feet. With extensions.
- No. 3. Length, 422 feet; width, 68 feet; capacity, 6,000 tons.
Length of largest vessel taken, 430 feet. With extensions.

General Engineering and Dry Dock Company:

- No. 1. Length, 340 feet; width, 65 feet; capacity, 4,000 tons.
- No. 2. Length, 250 feet; width, 60 feet; capacity, 2,500 tons.
- No. 3. Length, 434 feet; width, 76 feet; capacity, 6,000 tons.

Crowley Shipyard:

- No. 1. Length, 82 feet; width, 32 feet; capacity, 300 tons.
- No. 2. Length, 146 feet; width, 52 feet; capacity, 1,000 tons.

Shear Leg Derricks

Bethlehem Shipbuilding Corporation, Limited:

- 1 stationary, 100-ton capacity.

Moore Dry Dock Company:

- 1 stationary, 100-ton capacity.

Floating Boom Derricks

General Engineering and Dry Dock Company:

- 1 derrick, length of boom, 90 feet; lifting capacity, 7 tons.

Harbor Tug and Barge Company:

- 1 derrick, length of boom, 75 feet; lifting capacity, 15 tons.

Haviside Company:

- 1 derrick, length of boom, 100 feet; lifting capacity, 30 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 40 tons.
- 1 derrick, length of boom, 107 feet; lifting capacity, 100 tons.

Smith, Rice and Company, Incorporated:

- 1 derrick, length of boom, 100 feet; lifting capacity, 25 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 30 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 50 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 100 tons.

Salvage Equipment

Haviside Company:

- 1 sea-going salvage and derrick barge. Length of boom, 100 feet; lifting capacity, 100 tons.

SAN FRANCISCO PILOTAGE AND TOWAGE RATES

Port of San Francisco—Charges, Regulations, Etc., Not Under Jurisdiction of Board of State Harbor Commissioners

PILOTAGE

Jurisdiction: San Francisco Board of Pilot Commissioners, a state body, composed of three members. Office of Commissioner, Merchants Exchange Building, San Francisco; Pilot Office, Pier 7, San Francisco.

Pilotage in and out of San Francisco Harbor is under the jurisdiction of a State Board of Pilot Commissioners, appointed by the Governor, which body establishes the rules and regulations regarding the conduct of all pilots, as well as licensing and commissioning pilots.

Pilotage in and out of San Francisco Bay is generally compulsory, except as follows:

All vessels sailing under an enrollment, and engaged in the coasting trade between the Port of San Francisco and any other port of the United States are exempt from pilotage unless a pilot be actually employed.

All foreign vessels and all American vessels from a foreign port or bound thereto, and all vessels sailing under a register between the Port of San Francisco and any other port of the United States are liable for pilotage.

Rates for pilotage are fixed by state laws as follows:

All vessels under 500 tons, \$2 per draught foot;

All vessels over 500 tons, \$2 per draught foot and 1½ cents per ton for each and every ton registered measurement; and every vessel spoken inward and outward bound, except as hereinafter provided, shall pay the said rates.

A vessel is spoken by day by a pilot boat displaying a union jack, or by night displaying a torch or flare-up within a distance of three miles of the vessel. In all cases where inward bound vessels are not spoken until inside of the bar the rates of pilotage herein provided shall be reduced 50 per cent. Vessels engaged in the whaling or fishing trades shall be exempt from all pilotage except where a pilot is actually employed.

In the event a vessel not carrying cargo to the Port of San Francisco, nor seeking any thereat, is compelled to enter said port solely by reason of her being in distress or requiring repairs, provisions or fuel, the rates of pilotage into said harbor shall be as follows:

All vessels under 500 tons, \$1 per draught foot;

All vessels over 500 tons, \$1 per draught foot and 1 cent per ton for each and every ton registered measurement; and every vessel spoken inward bound shall pay the said rates. There shall be no reduction of rates of pilotage to vessels in distress where the vessel is spoken inside the bar. In the event that the vessel shall leave the Port of San Francisco without carrying any cargo therefrom, she shall pay the last-mentioned rates of pilotage out of the harbor of San Francisco.

TOWAGE

Towage in San Francisco is conducted by private tow boat companies and the charges for the services performed vary according to the conditions under which the contract is to be carried out, but are generally assessed within the range of the following schedule:

Steam and Motor Ships

(Charges based on net tonnage of vessel)

| | |
|---|--------------------|
| 1. Services of tug assisting to dock on city front..... | \$25.00 to \$40.00 |
| 2. Towing (without power) from dock to dock between Meiggs (Fishermen's) Wharf to Mission Rock..... | 75.00 to 150.00 |
| 3. Services of tug assisting to Union Iron Works or Hunters Point..... | 40.00 to 70.00 |
| 4. Towing (without power) to Union Iron Works or Hunters Point..... | 90.00 to 225.00 |
| 5. Services of tug assisting to Oakland Harbor..... | 50.00 to 70.00 |
| 6. Towing (without power) to Oakland Harbor..... | 100.00 to 225.00 |

UNITED STATES GOVERNMENT REGULATIONS, FEES AND OFFICIALS**CUSTOMS DISTRICT**

The Customs District of the Port of San Francisco comprises all of that portion of the State of California north of San Luis Obispo, Kern and San Bernardino counties.

Customs House, located at Washington and Battery Streets, San Francisco. Customs Officer: Collector of Customs, Charles O. Dunbar.

CUSTOMS FEES

The ordinary entrance fees for vessels arriving from foreign ports with cargo are \$5.70 for foreign vessels and \$5.50 for American vessels.

The ordinary clearance fees for vessels going to foreign ports, either American or foreign vessels, are \$2.50.

Foreign vessels entering from a domestic port are charged a fee of \$2; likewise a fee of \$2 for clearing to a domestic port.

UNITED STATE INSPECTION OF STEAM VESSELS

Capt. Wm. Fisher, Customs House, Supervising Inspector First District.

Winslow D. Conn, United States Local Inspector of Boilers.

John P. Tibbetts, United States Local Inspector of Hulls.

UNITED STATES SHIPPING COMMISSIONER

John A. Rylander, Appraiser's Building.

UNITED STATES IMMIGRATION SERVICE

E. W. Cahill, Commissioner of Immigration; offices: Angel Island and Customs House, San Francisco.

UNITED STATES QUARANTINE SERVICE

Dr. French Simpson, Medical Director, United States Public Health Service; offices Angel Island and Barge Office, Fishermen's Wharf, San Francisco.

The Federal Government handles the entire matter of inspection, quarantine and fumigation in this port. Where fumigation is required, the charge amounts to about 13 cents per thousand cubic feet of air space fumigated, plus \$1 for supervision and \$2 labor. This applies where the operation is conducted at the Angel Island Station, but in cases where vessels are fumigated on the San Francisco side, the expenses of the fumigating officer, amounting to hotel accommodations and incidental expenses, are charged in addition to the above rate.

UNITED STATES LIGHTHOUSE SERVICE

H. W. Rhodes, Superintendent; office: Customs House.

UNITED STATES ATTORNEY

Henry H. McPike; office: Post Office Building.

UNITED STATES MARSHALL

George Vice; office: Post Office Building.

UNITED STATES PASSPORT AGENCY

Somerset A. Owen, Passport Agent; office: Customs House.

INTERNAL REVENUE DEPARTMENT

John V. Lewis, Collector; office: Federal Office Building, Civic Center.

UNITED STATES BUREAU OF FOREIGN AND DOMESTIC COMMERCE

John J. Judge, District Manager; office: Customs House.

UNITED STATES COAST GUARD SERVICE

Captain John Boedeker, Commander, Western Area; office: Customs House.

LIFE SAVING DIVISION

Frank B. Lincoln, District Commander; Customs House.

UNITED STATES NAVY

Office: Twelfth Naval District, Federal Office Building, Civic Center.

FEDERAL HORTICULTURAL SERVICE

Office: Plant Quarantine, Ferry Building.

BOARDS OF STATE HARBOR COMMISSIONERS

- FIRST BOARD—C. L. Taylor, appointed November 4, 1863; D. C. McRuer, appointed November 4, 1863; S. S. Tilton, appointed November 4, 1863.
- SECOND BOARD—C. L. Taylor, S. S. Tilton, James Laidley, appointed November 6, 1865.
- THIRD BOARD—S. S. Tilton, James Laidley, James H. Cutter, appointed November 4, 1867.
- FOURTH BOARD—James H. Cutter, John J. Marks, appointed December 6, 1869; Jasper O'Farrell, appointed January 15, 1870.
- FIFTH BOARD—John J. Marks, Jasper O'Farrell, Washington Bartlett, appointed June 23, 1870.
- SIXTH BOARD—John J. Marks, Jasper O'Farrell, John Rosenfeld, appointed November 29, 1871.
- SEVENTH BOARD—John Rosenfeld, Jasper O'Farrell, Lewis Cunningham, appointed March 1, 1873.
- EIGHTH BOARD—Lewis Cunningham, John Rosenfeld, Samuel Soule, appointed March 13, 1873.
- NINTH BOARD—Lewis Cunningham, Samuel Soule, T. D. Mathewson, appointed June 5, 1873.
- TENTH BOARD—Samuel Soule, T. D. Mathewson, D. C. McRuer, appointed April 21, 1874.
- ELEVENTH BOARD—Wm. Blanding, appointed March 4, 1876; Bruce B. Lee, appointed March 4, 1876; A. M. Burns, appointed March 4, 1876. Frank McCoppin succeeded Burns, October 28, 1879.
- TWELFTH BOARD—Wm. Blanding, G. S. Evans, appointed January 27, 1880; Wm. A. Phillips, appointed March 4, 1880.
- THIRTEENTH BOARD—Wm. Blanding, Wm. H. Knight, appointed November 23, 1882; Geo. S. Evans, Wm. A. Phillips.
- FOURTEENTH BOARD—Wm. Irwin, appointed March 20, 1883; died March 1, 1886; A. C. Paulsell, appointed March 20, 1883; John H. Wise, appointed March 20, 1883.
- FIFTEENTH BOARD—Frank McCoppin, appointed April 1, 1886; A. C. Paulsell, John H. Wise.
- SIXTEENTH BOARD—William D. English, appointed March 13, 1887; A. C. Paulsell, John H. Wise.
- SEVENTEENTH BOARD—William D. English, A. C. Paulsell, Charles O. Alexander, appointed March 13, 1889.
- EIGHTEENTH BOARD—William D. English, Charles O. Alexander, William H. Brown, appointed March 13, 1890.
- NINETEENTH BOARD—C. F. Bassett, appointed March 31, 1891; Charles O. Alexander, William H. Brown.
- TWENTIETH BOARD—C. F. Bassett, William H. Brown, Dan T. Cole, appointed March 13, 1893.
- TWENTY-FIRST BOARD—C. F. Bassett, Dan T. Cole, F. S. Chadbourne, appointed March 13, 1894.
- TWENTY-SECOND BOARD—E. L. Colnon, appointed March 14, 1894; Dan T. Cole, F. S. Chadbourne.
- TWENTY-THIRD BOARD—E. L. Colnon, F. S. Chadbourne, P. J. Harney, appointed March 20, 1897.
- TWENTY-FOURTH BOARD—E. L. Colnon, P. J. Harney, Rudolph Herold, Jr., appointed March 13, 1898.
- TWENTY-FIFTH BOARD—Paris Kilburn, appointed March 14, 1899; P. J. Harney, Rudolph Herold, Jr.
- TWENTY-SIXTH BOARD—Chas. H. Spear, appointed March 16, 1903; John C. Kirkpatrick, John D. McKenzie.
- TWENTY-SEVENTH BOARD—W. V. Stafford, appointed March 19, 1907; Henry J. Crocker, W. E. Dennison.
- TWENTY-EIGHTH BOARD—W. V. Stafford, W. E. Dennison, P. S. Teller, appointed April 1, 1909.
- TWENTY-NINTH BOARD—W. V. Stafford, P. S. Teller, George M. Hill, appointed January 7, 1911.
- THIRTIETH BOARD—Marshal Hale, appointed March 26, 1911; George M. Hill, J. J. Dwyer, appointed March 26, 1911. Marshal Hale resigned July 27, 1911.
- THIRTY-FIRST BOARD—J. J. Dwyer; George M. Hill, died July 10, 1912; Thomas S. Williams, appointed July 27, 1911.
- THIRTY-SECOND BOARD—J. J. Dwyer, Thomas S. Williams, John H. McCallum, appointed July 30, 1912.
- THIRTY-THIRD BOARD—Arthur Arlett, appointed February 15, 1917; Thomas S. Williams, John H. McCallum. Thomas S. Williams resigned June 6, 1918.
- THIRTY-FOURTH BOARD—Arthur Arlett, John H. McCallum; Harry H. Cosgriff, appointed June 6, 1918.
- THIRTY-FIFTH BOARD—John H. McCallum, Harry H. Cosgriff, Miles Standish, appointed December 6, 1918. Miles Standish resigned March 4, 1920.
- THIRTY-SIXTH BOARD—John H. McCallum, Harry H. Cosgriff, Frederick S. Moody, appointed March 1, 1920.
- THIRTY-SEVENTH BOARD—Chas. H. Spear, appointed May 21, 1923; J. B. Sanford, appointed May 24, 1923; M. F. Cochrane, appointed August 1, 1923, died September 9, 1926; J. Sherman McDowell, appointed September 15, 1926. Chas. H. Spear resigned September 1, 1925. William A. Sherman, appointed September 1, 1925.
- THIRTY-EIGHTH BOARD—C. L. Tilden, Frank C. Sykes, Paul Scharenberg, appointed February 11, 1927.
- THIRTY-NINTH BOARD—P. W. Meherin, J. J. Tynan, Jos. A. Moore, appointed January 6, 1931. J. J. Tynan resigned April 20, 1933.
- FORTIETH BOARD—P. W. Meherin, Jos. A. Moore; Maurice Asher, appointed April 21, 1933. Maurice Asher resigned August 3, 1933.
- FORTY-FIRST BOARD—P. W. Meherin, Jos. A. Moore; Dr. Celestine J. Sullivan, appointed August 4, 1933.

FOREIGN, NONCONTIGUOUS AND
INTERCOASTAL TONNAGE
SAN FRANCISCO CUSTOMS DISTRICT
BY COMMODITIES
FOR THE
CALENDAR YEARS OF 1934 AND 1935

COMPILED BY
THE BOARD OF STATE HARBOR COMMISSIONERS
FROM FEDERAL CUSTOMS RECORDS

| San Francisco—from..... | | | | Noncontiguous imports | | |
|--|-------------------------------------|--------|--------------------|-----------------------|---------|---------------------|
| | Asia, not otherwise specified | Africa | All other ports | Total | Alaska | Hawaiian Islands |
| ANIMAL PRODUCTS | | | | | | |
| Bones, unmanufactured..... | | | | 1 | | 1 |
| Butter and cheese..... | 2 | | | 48,442 | 43,278 | 164 |
| Fish, canned..... | 113 | | | 469 | 469 | |
| Fish, fresh and dried..... | | | | 157 | 157 | |
| Fish meal..... | | | | 74 | 74 | |
| Fish oil..... | | | | 636 | | 636 |
| Hides..... | 16 | 15 | | 7 | | 7 |
| Meat, canned..... | | | | 266 | 9 | 237 |
| Other animal products..... | 4 | 8 | | | | |
| VEGETABLE FOOD PRODUCTS | | | | | | |
| Bananas..... | | | 163 | 2,304 | | 2,304 |
| Barley malt..... | | | | | | |
| Cocoa beans..... | | 45 | 759 | | | |
| Cocoanuts, desiccated and in shell..... | | | 15 | 45 | | 45 |
| Coffee..... | 9 | 1,363 | | 2,314 | | 2,314 |
| Feed (oil cake, etc.)..... | 5,373 | | | 29 | | 29 |
| Molasses..... | | | | 25,036 | | 25,036 |
| Nuts..... | | | | | | |
| Olive oil..... | | | | 139,030 | | 139,030 |
| Pineapple, canned..... | | | | 321 | | 321 |
| Pineapple, fresh..... | | | | 19 | | 19 |
| Rice..... | | | 23,639 | 580,297 | | 580,297 |
| Sugar..... | | | | | | |
| Tea..... | 545 | 61 | 250 | 1,140 | | 1,140 |
| All other foodstuffs..... | | | | | | |
| OTHER VEGETABLE PRODUCTS | | | | | | |
| Copra, copra oil-seeds..... | | | | | | |
| Other oil-seeds..... | 2,916 | | | | | |
| Oil, Chinese, wood..... | 32 | | | | | |
| Oil, coconut..... | | | | | | |
| Other vegetable oils..... | 281 | | | | | |
| Peat moss..... | | | | | | |
| Resins, gums, balsams..... | 6 | 8 | | | | |
| Rubber..... | | | | | | |
| Seeds..... | 51 | | | | | |
| Tobacco..... | 218 | 1 | | | | |
| Other vegetable products..... | | | | 320 | | 320 |
| TEXTILES | | | | | | |
| Burlaps and bags..... | | | | 214 | | 214 |
| Cotton, manufactured..... | | | | | | |
| Cotton, raw..... | | | | | | |
| Cotton, waste..... | | | | | | |
| Fibre, unmanufactured..... | | 57 | | | | |
| Kapoc..... | | | | | | |
| Rugs, cotton or wool..... | 8 | 1 | 2 | | | |
| Silk, raw and manufactured..... | | | | 31 | | 31 |
| Other textiles..... | | | | | | |
| WOOD AND PAPER | | | | | | |
| Lumber..... | 233 | | | 449 | | 449 |
| Paper and manufacture..... | | | | 1,641 | 213 | 1,428 |
| Wood and manufacture..... | | | | | | |
| NONMETALLIC MINERALS | | | | | | |
| China clay..... | | | | 68 | | 68 |
| Other clay, brick, tiles..... | | | | | | |
| China and earthenware..... | | | | | | |
| Coke..... | | | | | | |
| Glass and manufacture..... | 3 | | 17 | 686 | | 686 |
| Paraffine wax..... | | | | | | |
| Sand..... | | | | | | |
| Other nonmetallic minerals..... | 2 | 191 | 26 | 6 | | 6 |
| METALS AND MANUFACTURE | | | | | | |
| Iron and steel, bars..... | | | | | | |
| Iron and steel, pig iron..... | 920 | | | | | |
| Iron and steel, plates and sheets..... | | | | | | |
| Iron and steel, railroad bars..... | | | | | | |
| Iron and steel, structural..... | | | | | | |
| Iron and steel, wire..... | | | | 2,520 | 358 | 2,162 |
| Iron and steel, miscellaneous and manufacture..... | | | | | | |
| Ferro-alloys..... | | | 13,265 | | | |
| Ores (gross weight)..... | | | 1,164 | | | |
| Ores (lead content only)..... | | | | | | |
| Tin..... | | | | 3,979 | | 3,979 |
| Other metals..... | | | | | | |
| MACHINERY AND VEHICLES | | | | | | |
| Auto, electric goods and machinery..... | | | | 300 | 23 | 277 |
| DRUGS AND CHEMICALS | | | | | | |
| Croosote oil..... | | | | | | |
| Fertilizers..... | 751 | | | 1 | | 1 |
| Paints and pigments..... | | 14 | | 4 | | 4 |
| Drugs (not otherwise specified)..... | 1 | | | 1,115 | | 1,115 |
| UNCLASSIFIED..... | 0 | 59 | 7 | 1,081 | 599 | 482 |
| Totals..... | 31 | 11,728 | 1,594 | 39,281 | 808,002 | 45,180 |
| | | | | | | 762,822 |

| San Francisco—from | Foreign imports | | | | | | | | | | | | | | | | | Noncontiguous imports | | |
|---|-------------------------------|----------------------------|------------------|-------------------|--------|--|------------------|--------|----------------|---------------------|--------|-----------|-------------------------------|-----------------------|-------------------------------------|--------|--------------------|-----------------------|--------|---------------------|
| | Total tons (2,000 lbs.) | Conti- nental Europe | Scandi- navia | United Kingdom | Canada | Central America, Mexico, Cuba | South America | China | East Indies | India and Ceylon | Japan | Australia | Other Oceanic countries | Philippine Islands | Asia, not otherwise specified | Africa | All other ports | Total | Alaska | Hawaiian Islands |
| ANIMAL PRODUCTS | | | | | | | | | | | | | | | | | | | | |
| Bones, unmanufactured | 14,468 | | | | | 595 | 13,873 | | | | | | 18 | | 2 | | | 1 | | 1 |
| Butter and cheese | 830 | 778 | 15 | 1 | | | 16 | | | | | | | | 113 | | | 43,442 | 43,278 | 164 |
| Fish, canned | 2,812 | 283 | 1,004 | 7 | 1 | 2 | | 114 | | | 1,088 | | | 200 | | | | 469 | 469 | |
| Fish, fresh and dried | 945 | 56 | 154 | | 128 | 177 | | 80 | | | 349 | | | 1 | | | | 157 | 157 | |
| Fish meal | 4,873 | | | | 101 | | | | | | 4,772 | | | | | | | 74 | 74 | |
| Fish oil | 346 | 10 | 178 | | | | | | | | 158 | | | | | | | 636 | | 636 |
| Hides | 379 | 73 | | | 20 | 7 | 56 | 102 | | | 19 | 28 | 62 | | 16 | 15 | | 7 | | 7 |
| Meat, canned | 2,705 | 8 | | | 2 | | 2,561 | 54 | | | 58 | 3 | | | | | | 266 | | 266 |
| Other animal products | 4,265 | 59 | 1 | 23 | 150 | 108 | 2,067 | 319 | 1 | 901 | 110 | 138 | 373 | 8 | 4 | 3 | | 9 | | 237 |
| VEGETABLE FOOD PRODUCTS | | | | | | | | | | | | | | | | | | | | |
| Bananas | 30,841 | | | | | 29,955 | 723 | | | | | | | | | | 163 | 2,304 | | 2,304 |
| Barley malt | 2,804 | 950 | | | 1,495 | | 359 | | | | | | | | | | | | | |
| Cocoa beans | 3,193 | 21 | | 210 | | 281 | 1,698 | | | | | | 175 | | | 45 | 759 | | | |
| Cocoanuts, desiccated and in shell | 17,237 | | | | | 34 | | | | | 9 | | 104 | 17,075 | | | 15 | 45 | | 45 |
| Coffee | 61,037 | 10 | | | | 17,954 | 40,153 | | 1,552 | | | | | 6,459 | 9 | 1,363 | | 23,314 | 29 | 23,314 |
| Feed (oil cake, etc.) | 17,342 | 110 | | 16 | | 652 | | 525 | | | 4,223 | | | | 5,373 | | | 25,036 | | 25,036 |
| Molasses | 4,018 | | | | | 4,018 | | | | | | | | | | | | | | |
| Olive oil | 1,195 | 58 | | 6 | 1 | | 534 | 94 | | 288 | 94 | | | 120 | | | | | | |
| Pineapple, canned | 1,998 | 1,998 | | | | | | | | | | | | | | | | 139,030 | | 139,030 |
| Pineapple, fresh | 964 | | | | | | | | 83 | | | | | | | | | 321 | | 321 |
| Rice | 10,756 | 142 | | | 1 | 2,982 | | 3,360 | | | 2 | 306 | | | 3,963 | | | 19 | | 19 |
| Sugar | 107,950 | | | 26 | | | 8,440 | 130 | 20 | | | | | | 75,680 | | 23,639 | 580,297 | | 580,297 |
| Tea | 3,740 | | | 595 | | | | 324 | 898 | 1,315 | | | | | | | | | | |
| All other foodstuffs | 17,827 | 2,451 | 90 | 1,204 | 727 | 2,288 | 65 | 3,167 | 3,403 | 641 | 2,672 | 142 | 52 | 39 | 545 | 61 | 250 | 1,140 | | 1,140 |
| OTHER VEGETABLE PRODUCTS | | | | | | | | | | | | | | | | | | | | |
| Copra, copra oil-seeds | 92,264 | | | | | | | 17,524 | | | | 75 | 2,757 | 71,908 | | | | | | |
| Oil, oil-seeds | 12,548 | 34 | | 50 | | | 820 | 5,830 | | 13 | 905 | | | | 2,916 | | | | | |
| Oil, Chinese, wood | 8,302 | | | | | | | 8,270 | | | | | | | 32 | | | | | |
| Oil, coconut | 9,817 | | | | | | | | | | | | | 9,817 | | | | | | |
| Other vegetable oils | 7,633 | 600 | | | | | | 123 | 1,601 | 5 | 5,020 | 3 | | | 281 | | | | | |
| Peat moss | 2,915 | 1,838 | 1,048 | | 28 | | | | | | 1 | | | | | | | | | |
| Resins, gums, balsams | 1,881 | 36 | | 37 | | 821 | | | 798 | 139 | 5 | | 11 | 20 | 6 | 8 | | | | |
| Rubber | 2,132 | 2 | | 13 | | | | | 1,975 | 23 | 354 | | | 38 | | | | | | |
| Seeds | 4,194 | 2,719 | | 36 | 1 | 1 | 831 | 19 | | | | 122 | 60 | | 51 | | | | | |
| Tobacco | 2,822 | 236 | | | | 35 | | 12 | | | | | | 2,320 | 218 | 1 | | | | |
| Other vegetable products | 252 | 39 | | | | | | 105 | | | 108 | | | | | | | 320 | | 320 |
| TEXTILES | | | | | | | | | | | | | | | | | | | | |
| Burlaps and bags | 32,498 | 385 | | 470 | | | | | | 31,560 | 83 | | | | | | | 214 | | 214 |
| Cotton, manufactured | 2,268 | 141 | | 4 | | | | 22 | | | 2,074 | | | 27 | | | | | | |
| Cotton, raw | 671 | | | | | | | 522 | 36 | 113 | | | | | | | | | | |
| Cotton, waste | 1,483 | | | | | 1,005 | | 344 | | 62 | 72 | | | | | | | | | |
| Fibre, unmanufactured | 5,238 | 54 | | | | | | | 283 | 121 | 37 | | | 4,116 | | 57 | | | | |
| Kapok | 1,829 | | | | | | | | 1,768 | 2 | | | | 59 | | | | | | |
| Rugs, cotton or wool | 4,722 | 89 | | 27 | | | | 129 | | 2,322 | 2,154 | | | | 8 | 1 | 2 | | | |
| Silk, raw and manufactured | 971 | | | | | | | 40 | | | 931 | | | | | | | | | |
| Other textiles | 2,024 | 252 | | 203 | 7 | 75 | 14 | 109 | | 47 | 470 | | | 847 | | | | 31 | | 31 |
| WOOD AND PAPER | | | | | | | | | | | | | | | | | | | | |
| Lumber | 5,758 | | | | 996 | 435 | 177 | | | 30 | 588 | 393 | | 2,906 | 233 | | | 449 | | 449 |
| Paper and manufacture | 91,484 | 10,258 | 40,178 | 222 | 25,228 | | | 18 | | | 15,578 | | | 2 | | | | 1,641 | | 1,428 |
| Wood and manufacture | 1,696 | 652 | 5 | 7 | 178 | 11 | | 257 | | 25 | 499 | 48 | | 14 | | | | | | |
| NONMETALLIC MINERALS | | | | | | | | | | | | | | | | | | | | |
| China clay | 2,022 | | | 2,022 | | | | | | | | | | | | | | 68 | | 68 |
| Other clay, brick, tiles | 2,703 | 772 | 56 | 1,875 | | | | | | | | | | | | | | | | |
| China and earthenware | 5,819 | 238 | | 202 | | 7 | | 246 | | | 5,126 | | | | | | | | | |
| Coke | 16,080 | 2,799 | | 13,281 | | | | | | | | | | | | | | | | |
| Glass and manufacture | 3,672 | 2,069 | 5 | 754 | 401 | 40 | | 18 | | | 323 | 31 | 1 | 13 | | | 17 | 686 | | 686 |
| Paraffine wax | 333 | 1 | | | | | | | | | | | | | | | | | | |
| Sand | 7,336 | 7,000 | | 336 | | | | | 832 | | | | | | | | | | | |
| Other nonmetallic minerals | 3,427 | 1,225 | 69 | 15 | 1,654 | | | 5 | | 28 | 212 | | | 2 | 191 | 26 | | 6 | | 6 |
| METALS AND MANUFACTURE | | | | | | | | | | | | | | | | | | | | |
| Iron and steel, bars | 3,004 | 2,718 | 255 | 20 | 5 | | | | | | | 6 | | | | | | | | |
| Iron and steel, pig iron | 5,264 | | | 224 | | | | | | 4,120 | | | | | | | | | | |
| Iron and steel, plates and sheets | 513 | 513 | | | | | | | | | | | | | | | | | | |
| Iron and steel, railroad bars | 856 | 856 | | | | | | | | | | | | | | | | | | |
| Iron and steel, structural | 3,549 | 3,549 | | | | | | | | | | | | | | | | | | |
| Iron and steel, wire | 1,616 | 1,616 | | | | | | | | | | | | | | | | | | |
| Iron and steel, miscellaneous and manufacture | 4,576 | 4,285 | 91 | 70 | 5 | 7 | 2 | 13 | | | 91 | 3 | 9 | | | | | 2,520 | 358 | 2,162 |
| Ferro-alloys | 1,659 | 292 | 1,143 | | | | | | | 224 | | | | | | | | | | |
| Ores (gross weight) | 28,670 | | | | 1,462 | 662 | 13,253 | | | | | 28 | | | | | 13,265 | | | |
| Ores (lead content only) | 2,489 | | | | 648 | 3 | 674 | | | | | | | | | | 1,164 | | | |
| Tin | 626 | | | | | | | | 587 | | | 39 | | | | | | | | |
| Other metals | 2,285 | 308 | 2 | 52 | 1,639 | 3 | | 82 | | | 198 | 1 | | | | | | 3,979 | | 3,979 |
| MACHINERY AND VEHICLES | | | | | | | | | | | | | | | | | | | | |
| Autos, electric goods and machinery | 1,033 | 411 | 14 | 58 | 13 | 2 | | | | | 533 | 2 | | | | | | 300 | 23 | 277 |
| DRUGS AND CHEMICALS | | | | | | | | | | | | | | | | | | | | |
| Cresote oil | 10,360 | | | 10,360 | | | | | | | | | | | | | | | | |
| Fertilizers | 28,764 | 8,014 | 250 | 28 | 5,571 | | 7,976 | 166 | | | 5,745 | | 263 | | 751 | | | 1 | | 1 |
| Paints and pigments | 586 | 513 | | 53 | | | | | | | 6 | | | | | 14 | | 4 | | 4 |
| Drugs (not otherwise specified) | 7,551 | 3,873 | 528 | 336 | 1 | | 751 | 747 | 115 | | 1,126 | 7 | 16 | 41 | | | | 1,115 | | 1,115 |
| UNCLASSIFIED | 4,285 | 481 | 43 | 97 | 136 | 16 | 7 | 267 | 2 | 27 | 2,548 | 5 | 90 | 500 | 59 | | 7 | 1,081 | 599 | 482 |
| Totals | 757,538 | 65,909 | 45,129 | 32,946 | 40,599 | 62,179 | 95,059 | 25,997 | 33,354 | 41,604 | 59,975 | 1,129 | 3,994 | 197,061 | 11,728 | 1,594 | 39,281 | 808,002 | 45,180 | 762,822 |

| To San Francisco—from | and, ne | Galveston | Albany, N. Y. | Beaumont, Texas | Chester, Pa. | All other ports |
|---|---------|-----------|---------------|-----------------|--------------|-----------------|
| ANIMAL PRODUCTS | | | | | | |
| Fish, canned | 237 | | | | | 5 |
| Leather and manufacture | | | | | | 280 |
| Other animal products | | | | | | |
| VEGETABLE FOOD PRODUCTS | | | | | | |
| Beverages (not otherwise specified) | 16 | | | | | 838 |
| Candy | | | | | | |
| Canned goods | 2,347 | 1 | 78 | | | 145 |
| Cocoa and chocolate | | | | | | 55 |
| Oils, solid and cooking | | | | | | |
| Peanuts | | | | 106 | | 34 |
| Rice | | | | | | 553 |
| Spices | | | | | | 13 |
| Whisky | | | | | | |
| Foodstuffs (not otherwise specified) | 17 | | 4,480 | | | 2,493 |
| OTHER VEGETABLE PRODUCTS | | | | | | |
| Cigars and tobacco | | | | | | 110 |
| Fibre and manufacture | | | 1 | | | 3 |
| Oil, cottonseed | | | | 1,342 | | 2,554 |
| Oil, linseed | | | | | | |
| Oil, vegetable (not otherwise specified) | | | | | | 234 |
| Pitch | | | | | | |
| Resins, gums and balsams | | | | | | 31 |
| Rosin | | | | | | 65 |
| Rubber | | | | | | 16 |
| Tar | | | | | | 22 |
| TEXTILES | | | | | | |
| Bags, cotton | 26 | | | | | |
| Cordage and twine | | | 18 | | | |
| Linoleum | | | | | 17 | 18 |
| Rugs and carpets | | | 8 | | | |
| Other textiles | 18 | 99 | 7 | | | 418 |
| WOOD AND PAPER | | | | | | |
| Furniture | | | | 319 | | 904 |
| Lumber, hardwood | | | | 236 | | 22 |
| Other lumber | | | | | | |
| Paper and manufacture | 1,068 | | 632 | | 1,867 | 5,525 |
| Wood and manufacture | 289 | | | | 12 | 150 |
| NONMETALLIC MINERALS | | | | | | |
| Asbestos and manufacture | 1,143 | | | | | 39 |
| Asphalt and manufacture | | | | | | |
| Coal and coke | | | | | | |
| Fuller's earth | | | | | | |
| Glass and manufacture | | | 7 | | | 34 |
| Oil, illuminating | | | | | | |
| Oil, lubricating and grease | | | | | 404 | 3,125 |
| Paraffine wax | | | | | | 39 |
| Sand and stone | | | 425 | | | |
| Sulphur | | 9,319 | | | | 13,838 |
| Other nonmetallic mineral | | | 56 | | 66 | |
| IRON AND STEEL | | | | | | |
| Steel mill manufactures— | | | | | | |
| Bars | | | | | | |
| Beams, channels, angles | | | | | | |
| Billets, blooms, ingots | | | | | | |
| Metal lath | | | | | | |
| Nails | | | | | | |
| Pig iron | | | 727 | | | |
| Pipe and fittings | | | 540 | | | 11 |
| Plates | | | | | 2,476 | |
| Rails and railroad material | | | | | | |
| Sheets | | | 56 | | | |
| Structural material | | | | | 1,726 | |
| Timplate | | | | | | |
| Wire | 89 | | 277 | | | 472 |
| All other | | | | | | 15 |
| Advanced manufactures— | | | | | | |
| Hardware | | | 26 | | 49 | 2 |
| Miscellaneous manufacture | | | 285 | | 168 | 193 |
| OTHER METALS | | | | | | |
| Brass, copper, sheets and tubes | | | | | | |
| Ferro alloy | | | | | | |
| Other metals | | | | | | 35 |
| MACHINES AND VEHICLES | | | | | | |
| Autos, parts, accessories | | | 1 | | | |
| Electrical machinery and goods | | | | | | |
| Machinery and parts | 15 | | 15 | | 53 | 248 |
| CHEMICALS | | | | | | |
| Fertilizer | | | | | | 11,644 |
| Lithopone | | | | | | 25 |
| Paints and pigments | | | | | | 104 |
| Soap | | | | | | 235 |
| Soda, ash | | | 105 | | | |
| Soda, caustic | | | 238 | | | |
| Drugs and chemicals | | | 998 | | 25 | 582 |
| UNCLASSIFIED | 366 | | 320 | 18 | 3 | 1,964 |
| Eastern cargoes transhipped to northern ports | 295 | | 1,608 | 43 | 197 | 1,358 |
| Totals | 5,946 | 9,419 | 10,909 | 2,064 | 7,525 | 48,499 |

| To San Francisco—from | Total tons (2,000 lbs.) | New York | Baltimore | Philadelphia | Boston | New Orleans | Jacksonville | Savannah | Norfolk | Mobile | Charleston | Houston | Portland, Maine | Galveston | Albany, N. Y. | Beaumont, Texas | Chester, Pa. | All other ports |
|--|----------------------------|----------|-----------|--------------|--------|-------------|--------------|----------|---------|--------|------------|---------|--------------------|-----------|------------------|--------------------|-----------------|--------------------|
| ANIMAL PRODUCTS | | | | | | | | | | | | | | | | | | |
| Fish, canned..... | 1,486 | 428 | | | 171 | 494 | 21 | 26 | 28 | 56 | | | 257 | | | | | 5 |
| Leather and manufacture..... | 464 | 266 | | 60 | 99 | | | 1 | 48 | | | | | | | | | |
| Other animal products..... | 901 | 38 | | 28 | | 108 | 183 | 174 | 30 | | | | | | | | | 280 |
| VEGETABLE FOOD PRODUCTS | | | | | | | | | | | | | | | | | | |
| Beverages (not otherwise specified)..... | 7,461 | 3,922 | 57 | 304 | 1,112 | | 16 | | 112 | | | | 6 | 16 | | | | 838 |
| Candy..... | 4,114 | 2,655 | 119 | 329 | 1,069 | | | 3 | | | | | 9 | | | | | |
| Canned goods..... | 22,440 | 1,284 | 3,084 | 11,109 | 228 | 3,601 | 38 | 12 | 349 | 47 | 112 | | 5 | 2,347 | 1 | 78 | | 145 |
| Cocoa and chocolate..... | 4,049 | 1,473 | | 1,868 | 653 | | | | | | | | | | | | | 55 |
| Oils, salad and cooking..... | 380 | 135 | | 99 | | | | | | | | | | | | | | |
| Peanuts..... | 3,041 | | | | | | | | 146 | | | | | | | | | |
| Rice..... | 3,101 | | | | | | 386 | 224 | 2,397 | | | | | | | | | 24 |
| Spruce..... | 1,512 | 497 | 88 | 823 | 30 | | | 61 | | | 12 | 1,181 | | | | 166 | | 555 |
| Whisky..... | 4,718 | 689 | 686 | 948 | | 2,395 | | | | | | | | | | | | 13 |
| Foodstuffs (not otherwise specified)..... | 44,076 | 18,728 | 424 | 1,296 | 768 | 13,922 | 75 | 21 | 1,514 | | | 339 | 17 | | 4,480 | | | 2,463 |
| OTHER VEGETABLE PRODUCTS | | | | | | | | | | | | | | | | | | |
| Cigars and tobacco..... | 8,171 | 1,629 | 25 | 36 | | 108 | 31 | 1 | 5,782 | | 449 | | | | | | | 110 |
| Fibre and manufacture..... | 518 | 309 | 6 | 81 | | | 3 | | 107 | | 8 | | | | 1 | | | 3 |
| Oil, cottonseed..... | 8,303 | | | 212 | | | 13 | | | | 712 | 3,470 | | | | 1,342 | | 2,554 |
| Oil, linseed..... | 2,267 | 2,261 | | 6 | | | | | | | | | | | | | | |
| Oil, vegetable (not otherwise specified)..... | 1,288 | 767 | 42 | 35 | 1 | 52 | 86 | | | 71 | | | | | | | | 254 |
| Pitch..... | 611 | 430 | | 34 | | | 63 | | | | | | | | | | | |
| Resins, gums and balsams..... | 763 | 352 | 30 | 22 | | 6 | 92 | 138 | | 92 | | | | | | | | 81 |
| Rosin..... | 3,470 | 284 | 30 | 8 | 31 | 76 | 1,782 | 630 | | 564 | | | | | | | | 65 |
| Rubber..... | 2,632 | 1,415 | 284 | 414 | 482 | 15 | | | | | | 6 | | | | | | 16 |
| Tar..... | 291 | 28 | | 64 | | 45 | 34 | 16 | | 37 | 45 | | | | | | | 22 |
| TEXTILES | | | | | | | | | | | | | | | | | | |
| Bags, cotton..... | 2,659 | 132 | | | | 265 | 52 | 976 | 54 | 341 | 813 | | 26 | | | | | |
| Cordage and twine..... | 1,825 | 783 | | 54 | | 112 | | 292 | 47 | 119 | | 69 | | | | 18 | | |
| Linoleum..... | 5,227 | 405 | 56 | 4,787 | 275 | | | | | | | | | | | | 17 | 18 |
| Rugs and carpets..... | 1,137 | 788 | | 295 | 25 | | | 2 | 19 | | | | | | | | | |
| Other textiles..... | 16,827 | 5,102 | 167 | 572 | 1,766 | 737 | 137 | 988 | 1,732 | 775 | 2,565 | 1,744 | 18 | 99 | 7 | | | 418 |
| WOOD AND PAPER | | | | | | | | | | | | | | | | | | |
| Furniture..... | 1,322 | 386 | 41 | 13 | 5 | | | 125 | 482 | 8 | 262 | | | | | | | |
| Lumber, hardwood..... | 3,628 | | 35 | | | 979 | 191 | 134 | | 978 | 21 | 67 | | | | 319 | | 904 |
| Other lumber..... | 1,194 | 38 | 65 | 13 | | 524 | | | | 283 | | 13 | | | | 236 | | 22 |
| Paper and manufacture..... | 54,488 | 11,875 | 451 | 22,909 | 3,297 | 3,049 | 3 | 14 | 1,436 | 1,227 | 28 | 107 | 2,068 | | 632 | | 1,867 | 5,325 |
| Wood and manufacture..... | 4,787 | 1,521 | 222 | 636 | 14 | 709 | | 35 | 765 | 321 | 77 | 36 | 289 | | | | 12 | 150 |
| NONMETALLIC MINERALS | | | | | | | | | | | | | | | | | | |
| Asbestos and manufacture..... | 3,584 | 445 | 27 | 571 | 1,105 | 116 | | | 177 | | | | 1,143 | | | | | |
| Asphalt and manufacture..... | 649 | 437 | 43 | 99 | | 31 | | | | | | | | | | | | 39 |
| Coal and coke..... | 1,527 | | 614 | | | | | | 913 | | | | | | | | | |
| Fuller's earth..... | 1,153 | | | | | | 1,153 | | | | | | | | | | | |
| Glass and manufacture..... | 6,523 | 1,171 | 2,217 | 1,948 | 60 | 560 | | | 762 | | | 64 | | | 7 | | | 34 |
| Oil, illuminating..... | 9,771 | | | 69 | | | | | | | | 9,702 | | | | | | |
| Oil, lubricating and grease..... | 32,649 | 13,356 | 884 | 13,420 | | 1,429 | | | | | | 31 | | | | | 404 | 3,125 |
| Paraffine wax..... | 1,755 | 1,424 | | 156 | | 136 | | | | | | | | | | | | 39 |
| Sand and stone..... | 5,420 | 158 | 4,508 | 100 | 73 | | 14 | 112 | | | | | | | | 425 | | |
| Sulphur..... | 24,820 | 12 | | | | 1,120 | 250 | | | | | 281 | | 9,319 | | | | 13,538 |
| Other nonmetallic mineral..... | 5,442 | 817 | 1,639 | 1,006 | | 1,031 | 142 | 623 | 52 | 10 | | | | | 56 | | 66 | |
| IRON AND STEEL | | | | | | | | | | | | | | | | | | |
| Steel mill manufactures— | | | | | | | | | | | | | | | | | | |
| Bars..... | 3,225 | 282 | 860 | 1,830 | | 28 | | | | 225 | | | | | | | | |
| Beams, channels, angles..... | 5,253 | 573 | 4,093 | 245 | | | | | | 342 | | | | | | | | |
| Billets, blooms, ingots..... | 3,124 | 3 | 704 | 2,417 | | | | | | | | | | | | | | |
| Metal lath..... | 342 | 88 | 254 | | | | | | | | | | | | | | | |
| Nails..... | 2,859 | 149 | 2,576 | 52 | 18 | 55 | | | | 64 | | | | | | | | |
| Pig iron..... | 4,765 | 2,011 | 46 | | | | | | | 1,416 | | | | | 727 | | | |
| Pipe and fittings..... | 66,066 | 5,053 | 32,577 | 2,267 | 503 | 388 | | 434 | 688 | 18,752 | 4,391 | | | | 540 | | | 11 |
| Plates..... | 31,550 | 811 | 22,604 | 3,692 | 45 | | | | | 1,922 | | | | | | | 462 | |
| Rails and railroad material..... | 8,054 | 340 | 1,719 | 627 | | 13 | | | | 5,355 | | | | | | | 2,476 | |
| Sheets..... | 23,651 | 524 | 21,853 | 753 | | 282 | | | | 3,556 | | | | | 56 | | | |
| Structural material..... | 60,749 | 537 | 4,443 | 44,190 | | 14,390 | | 823 | 84 | | | | | | | | 1,726 | |
| Tinplate..... | 27,575 | | 27,435 | 140 | | | | | | | | | | | | | | |
| Wire..... | 24,312 | 12,253 | 8,461 | 1,857 | 647 | 136 | | | 41 | 15 | | 64 | 89 | | 277 | | | 472 |
| All other..... | 2,467 | 385 | 1,753 | 145 | | | | | 169 | | | | | | | | | 15 |
| Advanced manufactures— | 5,559 | 2,721 | 635 | 1,836 | 178 | | 34 | 19 | 47 | | 12 | | | | 26 | | 49 | 2 |
| Hardware..... | 23,004 | 3,981 | 5,622 | 3,004 | 168 | 8,625 | | 14 | 102 | 699 | 143 | | | | 285 | | 168 | 193 |
| Miscellaneous manufacture..... | | | | | | | | | | | | | | | | | | |
| OTHER METALS | | | | | | | | | | | | | | | | | | |
| Brass, copper, sheets and tubes..... | 1,133 | 819 | 248 | 66 | | | | | 30 | 336 | | | | | | | | |
| Ferro alloy..... | 1,588 | | 262 | | | | | | | | | | | | | | | |
| Other metals..... | 5,308 | 3,501 | 338 | 662 | 94 | 42 | | | 591 | | | 46 | | | | | | 35 |
| MACHINES AND VEHICLES | | | | | | | | | | | | | | | | | | |
| Antor, parts, accessories..... | 7,878 | 5,633 | 707 | 1,442 | 2 | | 5 | | 88 | | | | | | 1 | | | 26 |
| Electrical machinery and goods..... | 7,111 | 4,751 | 503 | 1,646 | 94 | | | | | | | | | | 1 | | | 248 |
| Machinery and parts..... | 8,486 | 3,186 | 1,323 | 2,186 | 98 | 988 | | 6 | 212 | | 156 | | 15 | | 15 | | 53 | |
| CHEMICALS | | | | | | | | | | | | | | | | | | |
| Fertilizer..... | 12,642 | 171 | 21 | 176 | 560 | 39 | | 1 | | 30 | | | | | | | | 11,644 |
| Lithopone..... | 1,325 | 296 | | 1,004 | | | | | | | | | | | | | | 25 |
| Paints and pigments..... | 3,574 | 1,658 | 79 | 1,044 | 41 | 38 | 2 | 12 | 283 | 19 | | 294 | | | | | | 104 |
| Soap..... | 8,198 | 3,296 | 275 | 779 | 2,337 | 1,176 | | | | | | | | | | | | 235 |
| Soda, ash..... | 5,875 | 4,732 | 265 | 357 | | | | | 416 | | | | | | | | | |
| Soda, caustic..... | 1,690 | 1,027 | 69 | 309 | | | | | 203 | | | | | | | | | |
| Drugs and chemicals..... | 41,623 | 21,862 | 2,102 | 9,277 | 3,498 | 976 | 58 | 9 | 2,004 | 178 | 54 | | | | | | 25 | 882 |
| UNCLASSIFIED..... | 92,299 | 39,728 | 5,621 | 19,490 | 13,315 | 8,210 | 18 | 112 | 2,274 | 559 | 228 | 53 | 366 | | 320 | 18 | 3 | 1,984 |
| Eastern cargoes transhipped to northern ports..... | 41,699 | 14,645 | 8,766 | 6,279 | 1,186 | 916 | 2,227 | 685 | 1,114 | 1,480 | 631 | 269 | 295 | | 1,608 | 43 | 197 | 1,388 |
| Totals..... | 854,708 | 209,605 | 174,671 | 173,013 | 33,973 | 70,466 | 7,075 | 6,738 | 24,945 | 40,286 | 10,719 | 17,855 | 6,946 | 9,419 | 10,909 | 2,064 | 7,325 | 48,499 |

| San Francisco to | | | | Noncontiguous exports | | | | |
|--------------------------------|-------------------------------|--------|-----------------------|-----------------------|--------|----------------------------|--------------------------|----------------|
| | Other Asiatic countries | Africa | All other ports | Total | Alaska | American Samoa, Guam | Hawai- ian Islands | Puerto Rico |
| ANIMAL PRODUCTS | | | | | | | | |
| Butter, eggs and cheese | | | 4 | 88 | 56 | 3 | | 29 |
| Fish, canned | 129 | 1,105 | 474 | 370 | 8 | 109 | | 253 |
| Fish, fresh and dried | | | | 24 | 3 | 18 | | 3 |
| Hides | 5 | | | 14 | 5 | 3 | | 6 |
| Leather and manufacture | 6 | | 10 | 185 | 173 | 12 | | |
| Meat, canned or fresh | 840 | 12 | 108 | 505 | 143 | 83 | | 279 |
| Milk canned or powdered | | | 1 | 39 | 11 | | | 28 |
| Other animal products | | | | | | | | |
| VEGETABLE FOOD PRODUCTS | | | | | | | | |
| Barley | 9 | | 13 | 516 | 288 | 103 | | 125 |
| Flour | 264 | 334 | 318 | 616 | 63 | 5 | | 548 |
| Fruit, canned | 278 | 260 | 368 | 512 | 20 | 2 | | 490 |
| Fruit, dried | 152 | 57 | 12 | 34 | 32 | 2 | | |
| Fruit, fresh | | | 4,615 | 1,070 | 22 | 4 | | 1,044 |
| Hay and feed | 1 | | | 2 | 1 | | | 1 |
| Nuts | | | | 17,296 | 15 | | | 17,281 |
| Rice | 218 | 1,296 | 79 | 254 | 76 | 20 | | 158 |
| Vegetables, canned | 36 | 2 | 374 | 11,405 | 364 | 6 | | 11,035 |
| Vegetables, fresh and dried | | | | | | | | |
| Wheat | | | | | | | | |
| Other foodstuffs | 63 | 20 | 31 | 2,040 | 461 | 159 | | 1,420 |
| OTHER VEGETABLE PRODUCTS | | | | | | | | |
| Hops | | | | 7 | 7 | | | |
| Oil, vegetable (nonedible) | | | | 12 | 8 | 4 | | |
| Resins, gums, balsams | | | | 19 | 12 | 6 | | 1 |
| Rubber and manufacture | 32 | 17 | 4 | 56 | 16 | 1 | | 39 |
| Other vegetable products | 2 | 8 | | | | | | |
| TEXTILES | | | | | | | | |
| Cotton, manufactured | 3 | | | 7 | 4 | 3 | | |
| Cotton, raw | | | | | | | | |
| Linen | | 336 | | 26 | 2 | | | 24 |
| Other textiles | 2 | | | 298 | 108 | 24 | | 166 |
| WOOD AND PAPER | | | | | | | | |
| Lumber | 1,422 | 14,427 | 151 | 2,940 | 2,121 | 226 | | 593 |
| Paper and manufacture | 174 | 1,248 | 134 | 1,055 | 573 | 14 | | 468 |
| Pencil slats | | | 3 | | | | | |
| Roofing | 33 | 3,861 | 2 | 254 | | | | 254 |
| Wood and manufacture | 10 | 3 | 25 | 2,064 | 2,060 | 2 | | 2 |
| NONMETALLIC MINERALS | | | | | | | | |
| Asphalt petroleum | 3,619 | 1,748 | | 246 | | 1 | | 245 |
| Bitumen | 151 | 12 | | 52 | 18 | 33 | | 1 |
| Brick, clay, tile | 119 | | | 34 | 13 | | | 21 |
| Cement | | | | 2,229 | 2,229 | | | |
| Coal and coke | 8 | | | | | | | |
| Mineral spirits | 884 | | | 1,037 | 688 | 349 | (*) | |
| Oil, gasoline (containers) | | 89 | | 202 | 98 | 104 | | |
| Oil, illuminating (containers) | 444 | 575 | 46 | 380 | 345 | 12 | | 23 |
| Oil, lubricating and grease | 624 | | 1 | 1,912 | 1,874 | 13 | | 25 |
| Salt | | 136 | 435 | | | | | |
| Sulphur | | 1,427 | | 68 | 16 | | | 52 |
| Other nonmetallic minerals | 53 | | | | | | | |
| IRON AND STEEL | | | | | | | | |
| Seminufactures: | | | | | | | | |
| Scrap | 599 | | | | | | | |
| All other | 19 | | | 1,155 | 1,145 | 6 | | 4 |
| Steel mill manufactures: | | | | | | | | |
| Rails and railroad | 7 | | | | | | | |
| Structural | 157 | | | 377 | 381 | 38 | | 8 |
| All other | 32 | | | | | | | |
| Advanced manufactures | 135 | 5 | 3 | 3,292 | 3,288 | | | 4 |
| NONFERROUS METALS | | | | | | | | |
| Copper concentrates | | | | | | | | |
| Lead | | | | 31 | 31 | | | |
| Zinc (sheets and concentrates) | | | | | | | | |
| Other metals and manufactures | 4 | 5 | | 27 | 22 | 2 | | 3 |
| MACHINES AND VEHICLES | | | | | | | | |
| Autos, parts and accessories | 172 | 25 | | 42 | 6 | 11 | | 25 |
| Electrical goods | 145 | 31 | | 47 | 29 | 14 | | 4 |
| Machinery and parts | 90 | 115 | 76 | 627 | 558 | 19 | | 20 |
| DRUGS AND CHEMICALS | | | | | | | | |
| Drugs and chemicals | 57 | 531 | | 111 | 61 | 38 | | 12 |
| Explosives | | | | 17 | 5 | 7 | | 5 |
| Fertilizers | | | | | | | | |
| Paint and pigments | 150 | 182 | | 62 | 32 | 11 | | 19 |
| Soap | 2 | | 2 | 1,581 | 13 | 3 | | 1,565 |
| UNCLASSIFIED | 49 | 18 | 7 | 965 | 327 | 426 | | 212 |
| Subtotals | 4,200 | 27,887 | 7,305 | 56,202 | 17,811 | 1,896 | | 36,495 |
| BULK OIL SHIPMENTS | | | | | | | | |
| Crude | | | | | | | | |
| Gasoline—other light oil | | | | 11,018 | 11,018 | | | |
| Gas and fuel | 8 | | | 29,937 | 29,937 | | | |
| Illuminating | 12,505 | | | | | | | |
| Bulk oil totals | 12,513 | | | 40,955 | 40,955 | | | |
| Grand totals | 26,713 | 27,887 | 7,305 | 97,157 | 58,766 | 1,896 | (*) | 36,495 |

* Figures for 1934 were unobtainable.

| San Francisco to | Total tons (2,000 lbs.) | Foreign exports | | | | | | | | | | | | | | | | | | | | Noncontiguous exports | | | | | |
|--------------------------------|----------------------------------|-----------------|--------|--------------|------------------|--|------------------|------------------------|--------|-----------------------------------|-------------|------------------|--------|----------------|--------|--------|----------------|-------------------------------|----------------------------|------------------------------------|--------|-----------------------|--------|--------|---------------------------------|--------------------------|----------------|
| | | Bel- gium | France | Ger- many | Nether- lands | Other Euro- pean coun- tries | Scandi- navia | United King- dom | Canada | Central America and Cuba | Mex- ico | South America | China | East Indies | India | Japan | Austra- lia | Other Oceanic countries | Philip- pine Islands | Other Asiatic coun- tries | Africa | All other ports | Total | Alaska | Ameri- can Samoa, Guam | Hawai- ian Islands | Puerto Rico |
| ANIMAL PRODUCTS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Butter, eggs and cheese | 320 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fish, canned | 29,061 | 1,743 | 47 | 275 | 1,432 | 103 | 11 | 16,079 | 2 | 106 | 6 | 18 | 25 | 4 | 1 | | | 6 | 149 | | | 4 | 88 | 56 | 3 | | 29 |
| Fish, fresh and dried | 803 | | 52 | 22 | 3 | 11 | 57 | | 16 | 826 | 8 | 1,156 | 273 | 467 | 337 | 36 | 22 | 248 | 3,355 | 129 | 1,105 | | 370 | 24 | 109 | 18 | 253 |
| Hides | 4,216 | 7 | | 66 | 56 | 3 | | 59 | 8 | | | 363 | 17 | | 4,005 | | | | 106 | | | | | | | | 3 |
| Leather and manufacture | 501 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Meat, canned or fresh | 573 | | 23 | | 7 | | | 5 | 12 | | | 1 | 92 | 55 | 7 | 57 | | 5 | 250 | 5 | | | 14 | 5 | 3 | | 6 |
| Milk, canned or powdered | 12,221 | | | 6 | | | | 4 | 3 | 8 | 3 | 1 | 52 | 9 | 1 | 4 | 2 | 6 | 432 | 6 | 19 | 185 | 173 | 12 | | | |
| Other animal products | 5,857 | | | 275 | 2,823 | 4 | 8 | 118 | 62 | 931 | 73 | 406 | 458 | 822 | 228 | 115 | 75 | 42 | 8,022 | 940 | 108 | 605 | 369 | 143 | 83 | | 27 |
| VEGETABLE FOOD PRODUCTS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Barley | 119,558 | 2,504 | | | | | | 116,830 | | | 1 | 253 | | | | | | | | | | | | | | | |
| Flour | 22,779 | | | | | | | 10 | 24 | 21,081 | 83 | 271 | 253 | 1 | | | | 83 | 946 | 0 | | 13 | 516 | 288 | 103 | | 125 |
| Fruit, canned | 95,403 | | 2,210 | 3,243 | 1,103 | 961 | 711 | 80,942 | 179 | 1,108 | 5 | 192 | 514 | 1,232 | 828 | 115 | 15 | 51 | 369 | 264 | 334 | 318 | 816 | 63 | 5 | | 548 |
| Fruit, dried | 139,145 | 5,619 | 20,390 | 29,459 | 8,337 | 9,495 | 15,057 | 35,079 | 4,835 | 678 | 81 | 2,443 | 2,661 | 320 | 229 | 783 | 5 | 1,896 | 372 | 278 | 260 | 368 | 512 | 20 | 2 | | 450 |
| Fruit, fresh | 30,766 | 54 | 469 | 512 | 160 | 350 | 781 | 16,295 | 688 | 1,730 | 12 | 158 | 1,831 | 2,334 | 1,585 | 59 | 66 | 1,743 | 1,718 | 152 | 57 | 12 | 34 | 32 | 2 | | |
| Hay and feed | 27,725 | 2,391 | 395 | 4,886 | 5,219 | 3,834 | 1,357 | 4,233 | 164 | 380 | 1 | 5 | 56 | 249 | 40 | | | 11 | 8 | | | 4,615 | 1,070 | 22 | 4 | | |
| Wheat | 1,314 | 8 | 28 | 523 | 357 | 208 | 19 | 51 | 23 | 27 | 1 | 12 | 32 | 5 | 1 | | | 12 | 5 | | | 2 | 1 | | | | 1,044 |
| Rice | 1,103 | 101 | 11 | 593 | 19 | 29 | 9 | 123 | 629 | 38 | 2 | | | | | | 3 | 8 | 18 | | | 17,296 | 15 | | | | 17,281 |
| Vegetables, canned | 12,500 | 216 | 3,894 | 355 | 253 | 424 | 352 | 1,788 | 128 | 324 | 19 | 119 | 586 | 440 | 232 | 528 | 366 | 141 | 838 | 218 | 1,296 | 79 | 254 | 76 | 20 | | 158 |
| Vegetables, fresh and dried | 4,744 | | 34 | | | | | 82 | 245 | 5,206 | 338 | 138 | 206 | 68 | 6 | 13 | 79 | 423 | 1,370 | 36 | 2 | 374 | 11,405 | 364 | 6 | | 11,035 |
| Wheat | 8,035 | 13 | 40 | 333 | 237 | 94 | 25 | 751 | 252 | 798 | 43 | 134 | 976 | 215 | 50 | 540 | 61 | 1,102 | 2,287 | 68 | 20 | 31 | 2,040 | 461 | 159 | | 1,420 |
| OTHER VEGETABLE PRODUCTS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hops | 302 | 1 | | | | 1 | 1 | 256 | 5 | | | 1 | 12 | | 6 | 15 | 2 | 8 | 6 | | | | 7 | 7 | | | |
| Oil, vegetable (nonedible) | 1,222 | | | | | | | | | 1,019 | 2 | 2 | | 1 | | 22 | 12 | 8 | 25 | | | | 7 | 7 | | | |
| Resins, gums, balsams | 283 | | | | | | | | | 16 | 5 | 2 | | | | 15 | 32 | 212 | | | | 12 | 8 | 1 | 4 | | |
| Rubber and manufacture | 4,712 | 1 | | | | 65 | 8 | | 10 | 12 | 16 | 44 | 3,990 | 41 | 11 | 108 | 40 | 37 | 276 | 1 | 4 | 19 | 12 | 6 | | | 1 |
| Other vegetable products | 5,503 | 6 | 94 | 18 | 60 | 2,967 | 7 | 106 | 166 | 21 | 19 | 44 | 449 | 26 | 9 | 621 | 186 | 156 | 538 | 2 | 8 | 56 | 16 | 1 | | | 39 |
| TEXTILES | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cotton, manufactured | 417 | | 5 | 18 | | 50 | | | 6 | 20 | 1 | | 14 | | 1 | 62 | 26 | 30 | 181 | 3 | | 7 | 4 | 3 | | | |
| Cotton, raw | 16,355 | | 149 | 517 | | | | 715 | 1 | 1 | | 627 | | | 14,346 | | | | | | | | | | | | |
| Lanolin | 2,366 | 1 | | | | | | 1,056 | 1 | 4 | 1 | 72 | 98 | 8 | | 7 | 521 | 115 | 97 | | 336 | 26 | 2 | | | | 24 |
| Other textiles | 1,158 | | 6 | 25 | | 98 | | 16 | 189 | 40 | 4 | 27 | 18 | 1 | | 88 | 57 | 124 | 469 | 2 | | 298 | 108 | 24 | | | 166 |
| WOOD AND PAPER | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lumber | 61,915 | 175 | 387 | 1,333 | 376 | 627 | 92 | 6,075 | 41 | 2,966 | 212 | 3,022 | 28 | 3 | 268 | 299 | 26,465 | 3,294 | 252 | 1,422 | 14,427 | 151 | 2,940 | 2,121 | 226 | | 593 |
| Manufacture of lumber | 26,398 | | | 10 | | 17 | | 26 | 318 | 3,826 | 16 | 2,380 | 7,594 | 2,147 | 288 | 767 | 990 | 2,812 | 2 | 1,422 | 1,248 | 134 | 1,055 | 573 | 14 | | 468 |
| Pencil slats | 3,839 | 24 | 625 | 1,997 | | 425 | 48 | 585 | | | 5 | 17 | 173 | | | 475 | 75 | 52 | | | | 3 | | | | | |
| Roofing | 7,211 | 25 | | | | | | | | | 17 | 495 | 1,697 | 261 | 468 | | 15 | 139 | 33 | 3,861 | 2 | 254 | | | | | 254 |
| Wood and manufacture | 1,365 | 7 | 3 | | | 40 | 5 | 283 | 148 | 87 | 9 | 137 | 140 | 2 | 6 | 265 | 99 | | 77 | 10 | 3 | 206 | 2,060 | 2 | | | |
| NONMETALLIC MINERALS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Asphalt petroleum | 78,620 | | 21 | | 21 | 1,183 | | 65 | 516 | 701 | | 953 | 3,628 | 27,796 | 9,402 | 765 | 18,588 | 2,421 | 7,193 | 3,619 | 1,748 | | 246 | | 1 | | 245 |
| Bitumen | 4,541 | 219 | 1,130 | 594 | 158 | 514 | 71 | 1,106 | 3 | | | 31 | 30 | | 97 | 393 | 127 | 12 | 2 | | 2 | | | | | | |
| Brick, clay, tile | 2,968 | | | | | 31 | 17 | 84 | 72 | 154 | 5 | 1,883 | 234 | | 12 | 13 | | 25 | 151 | 12 | | 62 | 18 | 33 | | | 1 |
| Cement | 39,642 | | | | | | | | 5 | 39,498 | | 1 | 3 | 11 | | | 5 | | 119 | | | 34 | 13 | | | | 21 |
| Coal and coke | 175 | | | | | | 3 | | 153 | 18 | 1 | | | | | | | | | | | 2,229 | 2,229 | | | | |
| Mineral spirits | 4,260 | | | | | 20 | | | 48 | 38 | | 35 | 27 | | | 3,289 | 808 | | 8 | | | | | | | | |
| Oil, kerosine (containers) | 19,871 | | | | | | | 17 | 48 | 318 | 44 | 1,098 | 375 | | | 344 | 6,018 | 3,176 | 6,454 | 888 | | 1,087 | 688 | 349 | (*) | | |
| Oil, illuminating (containers) | 13,423 | | | | | | | | 34 | 936 | | | 569 | | | 4,510 | 1,827 | | 5,457 | 1 | 89 | 202 | 98 | 104 | | | |
| Oil, lubricating and grease | 70,304 | | 69 | | | 20 | | 1,296 | 3,473 | 423 | 246 | 365 | 14,309 | 4,500 | 6,011 | 22,381 | 14,289 | 917 | 3,940 | 3,444 | 575 | 46 | 380 | 345 | 12 | | 23 |
| Salt | 49,389 | | | | | | | 21,966 | 21 | | 63 | 6 | 11 | 11 | | 25,683 | 505 | 437 | 128 | 624 | | 1,912 | 1,874 | 13 | | | 25 |
| Sulphur | 1,122 | | | | | | | 18 | 34 | | 43 | 6 | 11 | 11 | | 291 | 66 | 52 | | 136 | 435 | | | | | | |
| Other nonmetallic minerals | 7,746 | | | | 30 | | | 71 | 593 | 349 | 643 | 843 | 2,089 | 47 | 7 | 315 | 187 | 46 | 1,276 | 53 | 1,427 | 68 | 16 | | | | 52 |
| IRON AND STEEL | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Semimanufactures: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scrap | 57,176 | | | 22 | 2,901 | | | 905 | 237 | 53 | 54 | 42 | 993 | | 904 | 50,852 | | | 1,446 | 599 | | 1,155 | 1,145 | 6 | | | 4 |
| All other | 2,058 | | | | | | | | | | | | 62 | 5 | | 113 | 13 | 9 | | 19 | | | | | | | |
| Steel mill manufactures: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rails and railroad | 7,357 | | | | | | | | 35 | 104 | 5 | 3 | 6,660 | | | | | 1 | 541 | 7 | | | | | | | |
| Structural | 1,687 | | | | | | | | 3 | 375 | 2 | 9 | 954 | 20 | | | 2 | 1 | 164 | 157 | | | | | | | |
| All other | 1,592 | | | | | | | | 13 | 60 | 97 | 115 | 264 | 9 | | 26 | 178 | 82 | 713 | 32 | | 377 | 331 | 38 | | | |
| Advanced manufactures | 3,998 | 1 | 30 | 11 | 5 | 74 | 60 | 2 | 140 | 120 | 39 | 60 | 684 | 89 | 26 | 145 | 479 | 227 | 1,093 | 135 | 5 | 3 | 3,292 | 3,288 | | | 4 |
| NONFERROUS METALS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Copper concentrates | 7,916 | | | | 6,427 | | | | | 3 | 1 | 45 | 56 | | | 1,489 | | 2 | | | | 31 | 31 | | | | |
| Lead | 4,725 | | | | | | | | | 53 | 228 | 19 | 13 | | | 4,454 | | 1 | 164 | | | | | | | | |
| Zinc (sheets and concentrates) | 2,531 | | | | | | | | 17 | 3 | 16 | 1 | 238 | 4 | 1 | 2,124 | | 10 | 70 | | | 27 | 22 | 2 | | | 3 |
| Other metals and manufactures | 4,091 | 21 | 84 | 515 | | 16 | 19 | 145 | | | | | | | | 2,789 | 92 | 6 | 115 | 4 | 5 | | | | | | |
| MACHINES AND VEHICLES | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Autom, parts and accessories | 7,810 | | 4 | 3 | 4 | 2 | 2 | 78 | 30 | 6 | 11 | 646 | 235 | 9 | 2,450 | 2,537 | 939 | 648 | 172 | 25 | | 42 | 6 | 11 | | | 25 |
| Electrical goods | 2,066 | | | | 36 | 4 | | 15 | 18 | 11 | 40 | 506 | 209 | 31 | 78 | 409 | 326 | 195 | 145 | 31 | | 47 | 29 | 14 | | | 40 |
| Machinery and parts | 4,197 | | 1 | 4 | 16 | 5 | 22 | 95 | 174 | 61 | 426 | 275 | 225 | 29 | 678 | 678 | 357 | 870 | 90 | 115 | 76 | 627 | 588 | 19 | | | |
| DRUGS AND CHEMICALS | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* Figures for 1934 were unobtainable

| San Francisco—to | Noncontiguous exports | | | | | | | |
|--------------------------------|-------------------------------|--------|-----------------------|--------|--------|----------------------------|--------------------------|----------------|
| | Other Asiatic countries | Africa | All other ports | Total | Alaska | American Samoa, Guam | Hawai- ian Islands | Puerto Rico |
| ANIMAL PRODUCTS | | | | | | | | |
| Butter, eggs and cheese | | | 4 | 88 | 56 | 3 | | 29 |
| Fish, canned | 129 | 1,105 | 474 | 370 | 8 | 109 | | 253 |
| Fish, fresh and dried | | | | 24 | 3 | 18 | | 3 |
| Hides | | | | | | | | |
| Leather and manufacture | 5 | | | 14 | 5 | 3 | | 6 |
| Meat, canned or fresh | 6 | | 19 | 185 | 173 | 12 | | |
| Milk canned or powdered | 840 | 12 | 108 | 505 | 143 | 83 | | 279 |
| Other animal products | | | 1 | 39 | 11 | | | 28 |
| VEGETABLE FOOD PRODUCTS | | | | | | | | |
| Barley | | | | | | | | |
| Flour | 9 | | 13 | 516 | 288 | 103 | | 125 |
| Fruit, canned | 264 | 334 | 318 | 616 | 63 | 5 | | 548 |
| Fruit, dried | 278 | 260 | 368 | 512 | 20 | 2 | | 490 |
| Fruit, fresh | 152 | 57 | 12 | 34 | 32 | 2 | | |
| Hay and feed | | | 4,615 | 1,070 | 22 | 4 | | 1,044 |
| Nuts | 1 | | | 2 | 1 | | | 1 |
| Rice | | | | 17,296 | 15 | | | 17,281 |
| Vegetables, canned | 218 | 1,296 | 79 | 254 | 76 | 20 | | 158 |
| Vegetables, fresh and dried | 36 | 2 | 374 | 11,405 | 364 | 6 | | 11,035 |
| Wheat | | | | | | | | |
| Other foodstuffs | 63 | 20 | 31 | 2,040 | 461 | 150 | | 1,420 |
| OTHER VEGETABLE PRODUCTS | | | | | | | | |
| Hops | | | | 7 | 7 | | | |
| Oil, vegetable (nonedible) | | | | 12 | 8 | 4 | | |
| Resins, gums, balsams | | | | 19 | 12 | 6 | | 1 |
| Rubber and manufacture | 32 | 17 | 4 | 56 | 16 | 1 | | 39 |
| Other vegetable products | 2 | 8 | | | | | | |
| TEXTILES | | | | | | | | |
| Cotton, manufactured | 3 | | | 7 | 4 | 3 | | |
| Cotton, raw | | | | | | | | |
| Linoleum | | 336 | | 26 | 2 | | | 24 |
| Other textiles | 2 | | | 298 | 108 | 24 | | 166 |
| WOOD AND PAPER | | | | | | | | |
| Lumber | 1,422 | 14,427 | 151 | 2,940 | 2,121 | 226 | | 593 |
| Paper and manufacture | 174 | 1,248 | 134 | 1,055 | 573 | 14 | | 468 |
| Pencil slats | | | 3 | | | | | |
| Roofing | 33 | 3,861 | 2 | 254 | | | | 254 |
| Wood and manufacture | 10 | 3 | 25 | 2,064 | 2,060 | 2 | | |
| NONMETALLIC MINERALS | | | | | | | | |
| Asphalt petroleum | 619 | 1,748 | | 246 | | 1 | | 245 |
| Bitumen | | 2 | | | | | | |
| Brick, clay, tile | 151 | 12 | | 52 | 18 | 33 | | 1 |
| Cement | 119 | | | 34 | 13 | | | 21 |
| Coal and coke | | | | 2,229 | | | | |
| Mineral spirits | 8 | | | | | | | |
| Oil, gasoline (containers) | 884 | | | 1,037 | 688 | 349 | (*) | |
| Oil, illuminating (containers) | 1 | 89 | | 202 | 98 | 104 | | |
| Oil, lubricating and grease | 444 | 579 | 46 | 380 | 345 | 12 | | 23 |
| Salt | 624 | | 1 | 1,912 | 1,874 | 13 | | 25 |
| Sulphur | | 136 | 435 | | | | | |
| Other nonmetallic minerals | 53 | 1,427 | | 68 | 16 | | | 52 |
| IRON AND STEEL | | | | | | | | |
| Semimanufactures: | | | | | | | | |
| Scrap | 599 | | | | | | | |
| All other | 19 | | | 1,155 | 1,145 | 6 | | 4 |
| Steel mill manufactures: | | | | | | | | |
| Rails and railroad | 7 | | | | | | | |
| Structural | 157 | | | 377 | 331 | 38 | | 8 |
| All other | 32 | | | | | | | |
| Advanced manufactures | 135 | 5 | 3 | 3,292 | 3,288 | | | 4 |
| NONFERROUS METALS | | | | | | | | |
| Copper concentrates | | | | | | | | |
| Lead | | | | 31 | 31 | | | |
| Zinc (sheets and concentrates) | | | | | | | | |
| Other metals and manufactures | 4 | 5 | | 27 | 22 | 2 | | 3 |
| MACHINES AND VEHICLES | | | | | | | | |
| Autos, parts and accessories | 172 | 25 | | 42 | 6 | 11 | | 25 |
| Electrical goods | 145 | 31 | | 47 | 29 | 14 | | 4 |
| Machinery and parts | 90 | 115 | 76 | 627 | 588 | 19 | | 20 |
| DRUGS AND CHEMICALS | | | | | | | | |
| Drugs and chemicals | 57 | 531 | | 111 | 61 | 38 | | 12 |
| Explosives | | | | 17 | 5 | 7 | | 5 |
| Fertilizers | | | | | | | | |
| Paint and pigments | 150 | 182 | | 62 | 32 | 11 | | 19 |
| Soap | 2 | | 2 | 1,551 | 13 | 3 | | 1,565 |
| UNCLASSIFIED | 49 | 18 | 7 | 965 | 327 | 426 | | 212 |
| Subtotals | 14,200 | 27,887 | 7,305 | 56,202 | 17,511 | 1,896 | | 36,495 |
| BULK OIL SHIPMENTS | | | | | | | | |
| Crude | | | | | | | | |
| Gasoline—other light oil | | | | 11,018 | 11,018 | | | |
| Gas and fuel | 8 | | | 29,937 | 29,937 | | | |
| Illuminating | 2,505 | | | | | | | |
| Bulk oil totals | 2,513 | | | 40,955 | 40,955 | | | |
| Grand totals | 26,713 | 27,887 | 7,305 | 97,157 | 58,766 | 1,896 | (*) | 36,495 |

* Figures for 1934 were unobtainable.

| San Francisco to | Foreign exports | | | | | | | | | | | | | | | | | | | | | Noncontiguous exports | | | | | | |
|--------------------------------|-------------------------|---------|--------|---------|-------------|--------------------------|-------------|----------------|--------|--------------------------|--------|---------------|--------|-------------|-------|--------|-----------|-------------------------|--------------------|-------------------------|--------|-----------------------|--------|--------|----------------------|------------------|-------------|--|
| | Total tons (2,000 lbs.) | Belgium | France | Germany | Netherlands | Other European countries | Scandinavia | United Kingdom | Canada | Central America and Cuba | Mexico | South America | China | East Indies | India | Japan | Australia | Other Oceanic countries | Philippine Islands | Other Asiatic countries | Africa | All other ports | Total | Alaska | American Samoa, Guam | Hawaiian Islands | Puerto Rico | |
| ANIMAL PRODUCTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Butter, eggs and cheese | 320 | | | | | | | | 2 | 106 | 6 | 18 | 25 | 4 | 1 | | | 5 | 149 | | | 4 | | 88 | 56 | 3 | 29 | |
| Fish, canned | 29,061 | 1,743 | 47 | 275 | 1,452 | 103 | 11 | 16,079 | 16 | 826 | 12 | 1,156 | 273 | 467 | 337 | 36 | 921 | 248 | 3,355 | 129 | 1,105 | 4 | | 370 | 8 | 109 | 253 | |
| Fish, fresh and dried | 803 | | 52 | 22 | 3 | 11 | 57 | | 8 | 22 | 8 | 52 | 363 | 2 | 2 | 66 | 22 | 3 | 106 | | | | | 24 | 3 | 18 | 3 | |
| Hides | 4,215 | 7 | | 66 | 55 | 3 | | 59 | | 12 | | | 1 | 92 | 55 | 7 | 57 | | 4 | | | | | | | | | |
| Leather and manufacture | 501 | | 3 | | | | | | 4 | 3 | 3 | | 1 | 52 | 9 | 1 | 4 | | 250 | 5 | | | | | | | 6 | |
| Meat, canned or fresh | 573 | | 23 | | | | | | 7 | 831 | 78 | 408 | 458 | 822 | 228 | 115 | 75 | 42 | 8,022 | 840 | 12 | | 14 | 5 | 3 | | | |
| Milk canned or powdered | 12,221 | | | 6 | 2,823 | 4 | 8 | 118 | 74 | 62 | 954 | 8 | 143 | 101 | 57 | 1,020 | 122 | 27 | 79 | | | 108 | 505 | 143 | 83 | | 27 | |
| Other animal products | 5,537 | | | | | | | | | | | | | | | | | | | | 1 | 39 | 39 | 11 | | | 2 | |
| VEGETABLE FOOD PRODUCTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Barley | 119,588 | 2,504 | | | | | | 116,830 | | | 1 | | 253 | | | | | | 83 | 946 | 9 | | 13 | 516 | 288 | 103 | | |
| Flour | 22,779 | | | | | | | 10 | 24 | 21,081 | 88 | 271 | 233 | 1 | | | | | 51 | 369 | 264 | 334 | 318 | 616 | 63 | 5 | 125 | |
| Fruit, canned | 35,403 | 714 | 2,210 | 3,243 | 1,103 | 861 | 711 | 80,942 | 179 | 1,108 | 5 | 192 | 514 | 1,232 | 323 | 115 | 15 | 51 | 369 | 264 | 334 | 318 | 616 | 63 | 5 | | 548 | |
| Fruit, dried | 139,145 | 5,619 | 20,390 | 39,459 | 8,837 | 9,495 | 15,057 | 35,079 | 4,835 | 673 | 81 | 2,443 | 2,661 | 320 | 229 | 783 | 5 | 1,896 | 372 | 26 | 368 | 512 | 20 | 2 | | | 490 | |
| Fruit, fresh | 30,766 | 54 | 469 | 512 | 160 | 350 | 781 | 16,295 | 688 | 1,730 | 12 | 158 | 1,831 | 2,334 | 1,585 | 59 | 66 | 1,743 | 1,718 | 152 | 87 | 12 | 34 | 32 | 2 | | | |
| Hay and feed | 27,725 | 2,391 | 395 | 4,686 | 5,219 | 3,834 | 1,357 | 4,233 | 164 | 380 | 1 | 5 | 56 | 249 | | 40 | | 11 | 89 | | | 4,615 | 1,070 | 22 | 4 | | 1,044 | |
| Nuts | 1,314 | 8 | 28 | 523 | 357 | 208 | 19 | 51 | 23 | 27 | 1 | 12 | 32 | 5 | 1 | 1 | | 3 | 12 | 1 | | | 2 | | | | 1 | |
| Rice | 1,533 | 101 | 11 | 593 | 19 | 29 | 9 | 126 | 629 | 38 | 19 | 119 | 586 | 440 | 232 | 528 | 366 | 141 | 838 | 18 | 1,296 | 79 | 17,296 | 15 | | | 17,251 | |
| Vegetables, canned | 12,596 | 216 | 3,894 | 355 | 253 | 424 | 352 | 1,758 | 128 | 324 | 19 | 119 | 586 | 440 | 232 | 528 | 366 | 141 | 838 | 18 | 1,296 | 79 | 17,296 | 15 | | | 17,251 | |
| Vegetables, fresh and dried | 8,620 | | 34 | | | | | 82 | 245 | 5,206 | 338 | 138 | 206 | 68 | 6 | 13 | 79 | 423 | 1,370 | | 2 | 374 | 11,405 | 364 | 6 | | 11,035 | |
| Wheat | 4,744 | | | | | | | | | 4,744 | | | | | | | | | | | | | | | | | | |
| Other foodstuffs | 8,085 | 13 | 40 | 333 | 237 | 94 | 25 | 751 | 252 | 768 | 48 | 134 | 976 | 215 | 50 | 540 | 61 | 1,102 | 2,287 | 63 | 20 | 31 | 2,040 | 461 | 159 | | 1,420 | |
| OTHER VEGETABLE PRODUCTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hops | 302 | 1 | | | | 1 | 1 | 256 | | | 1 | 12 | 1 | | 6 | 15 | 2 | | 6 | | | | 7 | 7 | | | | |
| Oil, vegetable (nonedible) | 1,222 | | | | | | | 5 | 4 | 1,019 | 2 | 125 | | | | 22 | 12 | 8 | 25 | | | | | | | | | |
| Resins, gums, balsams | 283 | | | | | | | | 16 | 5 | | | | | | 15 | 32 | 212 | 1 | | | | | | | | | |
| Rubber and manufacture | 4,712 | 1 | | | | 65 | 8 | | 10 | 12 | 16 | 44 | 3,990 | 41 | 11 | 108 | 40 | 37 | 276 | 32 | 17 | 4 | | | | | | |
| Other vegetable products | 5,503 | 6 | 94 | 18 | 60 | 2,967 | 7 | 106 | 166 | 21 | 19 | 44 | 449 | 26 | 9 | 621 | 186 | 156 | 538 | 2 | 8 | | 56 | 16 | 1 | | 39 | |
| TEXTILES | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cotton, manufactured | 417 | | 5 | 18 | | | | 50 | | | 6 | 20 | 1 | | 14 | | 62 | 26 | 30 | 181 | 3 | | | 7 | 4 | 3 | | |
| Cotton, raw | 16,355 | | 149 | 517 | | | | 715 | 1 | | 1 | | | | 627 | | 7 | 521 | 115 | 97 | | | 26 | 2 | | | | |
| Linen | 2,366 | 1 | 6 | | | | 48 | 1,056 | | | 4 | 1 | | 72 | 98 | 8 | | 321 | 115 | 97 | | 336 | | | | | | |
| Other textiles | 1,158 | | | 25 | | 98 | | 16 | 139 | 40 | 4 | 27 | 18 | 1 | | 88 | 57 | 124 | 469 | | 2 | | 298 | 108 | 24 | | 166 | |
| WOOD AND PAPER | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lumber | 61,915 | 175 | 337 | 1,333 | 376 | 627 | 92 | 6,075 | 41 | 2,966 | 212 | 3,022 | 28 | 3 | 268 | 299 | 26,465 | 3,294 | 252 | 1,422 | 14,427 | 151 | 2,940 | 2,121 | 226 | | 593 | |
| Paper and manufacture | 26,398 | | | 10 | | 17 | | 26 | 318 | 3,826 | 116 | 2,380 | 7,594 | 2,147 | 288 | 767 | 990 | 2,812 | 3,651 | 174 | 1,248 | 134 | 1,055 | 573 | 14 | | 462 | |
| Pencil slats | 3,839 | 24 | 625 | 1,397 | | 425 | 48 | 585 | | | | 173 | 7 | | | 475 | 75 | 2 | | | | 3 | | | | | | |
| Roofing | 7,211 | 25 | | | | 1 | | | | 5 | 17 | 495 | 1,097 | 261 | 468 | | 52 | 155 | 139 | 33 | 3,861 | 2 | 254 | | | | 254 | |
| Wood and manufacture | 1,365 | 7 | 3 | | | 40 | 5 | 283 | 148 | 87 | 9 | 19 | 137 | 140 | 2 | 6 | 265 | 99 | 77 | 10 | 3 | 25 | 2,064 | 2,060 | 2 | | | |
| NONMETALLIC MINERALS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Asphalt petroleum | 78,620 | | 21 | | 21 | 1,183 | | 65 | 516 | 701 | | 953 | 3,628 | 27,796 | 9,402 | 765 | 18,588 | 2,421 | 7,193 | 3,619 | 1,748 | | 246 | | 1 | | 245 | |
| Bitumen | 4,341 | 219 | 1,130 | 594 | 158 | 514 | 71 | 1,106 | 3 | 1 | | 71 | 81 | 30 | 27 | 393 | 127 | 12 | 2 | | | | 52 | 18 | 38 | | | |
| Clay, tile | 2,968 | | | | | 31 | 17 | 84 | 72 | 154 | 5 | 1,883 | 234 | | 12 | 13 | | 25 | 275 | 151 | 12 | | | | | | | |
| Cement | 39,642 | | | | | | | | 39,498 | | 1 | | 3 | 11 | | | 5 | | | 119 | | | | | | | | |
| Coal and coke | 175 | | | | | | | | 153 | 18 | | | | | | | | | | | | | 2,229 | 2,229 | | | 21 | |
| Mineral spirits | 4,260 | | | | | 20 | 3 | | 8 | 38 | | 35 | 27 | 27 | | | 3,289 | 808 | | 8 | | | | | | | | |
| Oil, gasoline (containers) | 19,871 | | | | | | | 17 | 46 | 813 | 44 | 1,098 | 375 | 8 | | 344 | 6,618 | 3,170 | 6,454 | 884 | | | 1,037 | 688 | 340 | | (*) | |
| Oil, illuminating (containers) | 13,423 | | | | | | | | 34 | 936 | | | | | | | 4,510 | 1,327 | 5,457 | | 89 | | 202 | 98 | 104 | | | |
| Oil, lubricating and grease | 76,304 | | 69 | | | 20 | | 1,296 | 3,478 | 433 | 246 | 365 | 14,300 | 4,500 | 6,011 | 22,381 | 917 | 3,940 | 3,444 | 575 | 46 | | 380 | 345 | 12 | | 23 | |
| Salt | 49,359 | | | | | | | 21,966 | 21 | 66 | | 20 | 4 | | | 25,633 | 505 | 437 | 123 | 624 | | 1 | 1,812 | 1,874 | 13 | | 23 | |
| Sulphur | 1,122 | | | | | | | 18 | 34 | 63 | 5 | 11 | 11 | | | 291 | 66 | 66 | 52 | | 136 | 436 | | | | | | |
| Other nonmetallic minerals | 7,746 | | | | | 30 | | 71 | 593 | 349 | 443 | 843 | 2,059 | 47 | 7 | 315 | 187 | 46 | 127 | 53 | 1,427 | | 68 | 16 | | | 52 | |
| IRON AND STEEL | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Semimanufactures: | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scrap | 57,176 | | | 22 | 2,901 | | | 905 | | | | | 993 | | 904 | 50,852 | | | | 599 | | | | | | | | |
| All other | 2,058 | | | | | | | | 237 | 53 | 54 | 42 | 62 | 6 | | 118 | 13 | 9 | 1,446 | 19 | | | 1,155 | 1,145 | 6 | | 4 | |
| Steel mill manufactures: | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rails and railroad | 7,357 | | | | | | | | 35 | 104 | 5 | 3 | 6,660 | | | | 1 | 1 | 541 | 7 | | | | | | | | |
| Structural | 1,687 | | | | | | | | 3 | 373 | 2 | 9 | 954 | 20 | | | 2 | 1 | 164 | 157 | | | | | | | | |
| All other | 1,592 | | | | | | | | 13 | 60 | 97 | 115 | 264 | 9 | | 29 | 178 | 82 | 713 | 32 | | | | | | | | |
| Advanced manufactures | 3,398 | 1 | 30 | 11 | 5 | 74 | 60 | 2 | 140 | 120 | 39 | 60 | 654 | 89 | 26 | 145 | 479 | 227 | 1,093 | 136 | 6 | 3 | 3,292 | 3,288 | 38 | | 8 | |
| NONFERROUS METALS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Copper concentrates | 7,916 | | | | | 6,427 | | | | | | | | | | | | | | | | | | | | | | |
| Lead | 4,725 | | | | | | | | | | 3 | 1 | 45 | 56 | | | | | | | | | | | | | | |
| Zinc (sheets and concentrates) | 2,631 | | | | | | | | 13 | 53 | 228 | 19 | 13 | | | | | 1 | 10 | 70 | | | 31 | 31 | | | | |
| Other metals and manufactures | 4,091 | 21 | 84 | 515 | | 16 | 19 | 145 | 17 | 3 | 16 | 1 | 238 | 4 | 1 | 2,789 | 92 | 6 | 115 | 4 | 5 | | 27 | 22 | 2 | | 3 | |
| MACHINES AND VEHICLES | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Autos, parts and accessories | 7,810 | | | 4 | 3 | 4 | 2 | 2 | 78 | 30 | 6 | 11 | 646 | 235 | 9 | 2,459 | 2,637 | 989 | 648 | 172 | 25 | | 42 | 6 | 11 | | 25 | |
| Electrical goods | 2,056 | | | | 36 | 4 | 2 | | 15 | 18 | 11 | 40 | 506 | 209 | 31 | 78 | 409 | 326 | 195 | 145 | 31 | | 47 | 29 | 14 | | 4 | |
| Machinery and parts | 4,197 | | | 1 | 4 | 16 | 5 | 22 | 95 | 174 | 61 | 426 | 275 | 225 | 29 | 678 | 678 | 357 | 870 | 90 | 115 | 76 | 627 | 558 | 19 | | 20 | |
| DRUGS AND CHEMICALS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Drugs and chemicals | 8,446 | 25 | 36 | 15 | 74 | 270 | 30 | 164 | 1,980 | 397 | 556 | 117 | 1,102 | 77 | 57 | 1,378 | 572 | 395 | 623 | 67 | 531 | | 111 | 61 | 35 | | 12 | |
| Explosives | 1,664 | | | | | | | | 32 | 452 | 53 | 453 | 2 | | | | | 4 | 668 | | | | 17 | 5 | 7 | | 5 | |
| Fertilizers | 5,895 | | 240 | 99 | 207 | | 223 | 549 | 233 | 28 | 7 | 67 | 63 | 36 | | 342 | | 6 | 3,795 | | | | | | | | | |
| Paint and pigments | 2,826 | | | | 26 | 17 | | 13 | 97 | 218 | 119 | 94 | 170 | 74 | 169 | 263 | 588 | 120 | 536 | 150 | 182 | | 62 | 32 | 11 | | 19 | |
| Soap | 463 | | | | 1 | | | 6 | 29 | | | 6 | 309 | | | 2 | 2 | 102 | | | | | | | | | | |
| UNCLASSIFIED | 2,198 | | 2</ | | | | | | | | | | | | | | | | | | | | | | | | | |

* Figures for 1934 were unobtainable.

| San Francisco to | Jacksonville | Savannah | Tampa | Beaumont, Texas | All other ports |
|--|--------------|----------|--------|--------------------|--------------------|
| ANIMAL PRODUCTS | | | | | |
| Canned salmon | 163 | 96 | | | 102 |
| Other canned fish | 72 | 105 | | | 52 |
| Caslon | | | 1 | | 25 |
| Eggs | | | | | |
| Feathers | | | | | |
| Hides | | | | | |
| Leather and manufacture | | | | | |
| Milk, powdered | 24 | 230 | 174 | | 80 |
| Poultry | | 118 | | | |
| Tallow | | 26 | 20 | | 2,541 |
| Other animal products | 1 | | | | |
| VEGETABLE FOOD PRODUCTS | | | | | |
| Beans | 19 | 3,031 | 1,634 | 264 | 2,564 |
| Canned goods (not otherwise specified) | 39 | 3,554 | 2,038 | 887 | 17,717 |
| Cassia | | | | | |
| Cocoanuts, desiccated | 25 | 19 | 169 | | |
| Coffee | | | | | |
| Flour | | 20 | 125 | | 97 |
| Foodstuffs (not otherwise specified) | 12 | 57 | 21 | 59 | 664 |
| Fruit, canned | 53 | 1,903 | 978 | 56 | 259 |
| Pineapples, canned | 54 | 2,103 | 906 | 618 | 2,448 |
| Fruit, dried | 75 | 2,335 | 723 | 303 | 5,726 |
| Raisins | 54 | 136 | 39 | 147 | 1,987 |
| Fruit, fresh | 2 | | | | |
| Hay and feed | 23 | 2,010 | 2,613 | 5,470 | 37,935 |
| Mustard seed | 6 | | | | |
| Nuts (not otherwise specified) | | | | | |
| Almonds | | | | | 29 |
| Rice | | | 236 | 46 | 370 |
| Sugar | 38 | 91 | | 101 | 15,333 |
| Tea | 17 | | | 71 | 61 |
| Vegetables, canned | 90 | 330 | 246 | | 111 |
| Vegetables, fresh and dried | | | 36 | | 153 |
| Wine | 1 | | | | 242 |
| OTHER VEGETABLE PRODUCTS | | | | | |
| Cigars and tobacco | | | | | 35 |
| Fiber, manufactured | | 8 | | | 269 |
| Fiber, unmanufactured | 32 | | | | |
| Hops | | | | | |
| Malt | | | | | |
| Oil seeds | 18 | | | | 13 |
| Oil, vegetable (not otherwise specified) | 26 | | | | |
| Oil, wood | | | | | |
| Resins, gums and balsams | | | | | |
| Rubber | | | | | 1 |
| Other vegetable products | 2 | 7 | 48 | 8 | 242 |
| TEXTILES | | | | | |
| Asphalted felt | | | | | |
| Bags, burlap | 57 | 29 | 128 | | 19 |
| Cotton, raw | | | 155 | | 103 |
| Floor covering (not otherwise specified) | 91 | 50 | 90 | 21 | 50 |
| Rags | 75 | 92 | 56 | 12 | |
| Silk manufactured | | | | | |
| Silk, raw | | | | | |
| Silk, waste | | | | | |
| Twine and cordage | 30 | | | 5 | |
| Wood | | | | | 455 |
| Textiles (not otherwise specified) | 3 | | 1 | | |
| WOOD AND PAPER | | | | | |
| Lumber, hardwood | | | | | 63 |
| Lumber, pine | | 26 | | 5 | 501 |
| Lumber, redwood | | | 39 | | 558 |
| Lumber (not otherwise specified) | | 23 | | 6 | 2,564 |
| Paper and manufacture | 9 | | 29 | 484 | 1,335 |
| Pencil slats | | | | | 136 |
| Shook | | 31 | | 45 | |
| Wood manufactures | 53 | 17 | 56 | 6 | 50 |
| NONMETALLIC MINERALS | | | | | |
| Asphalt | | | | | 1 |
| Charcoal | | | | | 3 |
| China and earthenware | 58 | | | | 5 |
| Magnesite | | | | | |
| Oil, gas (not gasoline) | | | | | |
| Oil, gasoline | | | | | 39,396 |
| Oil, illuminating | | | | | 2,538 |
| Oil, lubricating and grease | | | | | 21,717 |
| Oil, fuel | | | | | 56 |
| Other nonmetallic minerals | 27 | | 31 | 48 | |
| METALS AND MANUFACTURES | | | | | |
| Copper | | | | | |
| Iron, miscellaneous manufacture | 38 | | 249 | 44 | 62 |
| Quicksilver | 1 | | | | |
| Tin | | | | | |
| Other metals | | 1 | | | 33 |
| MACHINERY AND VEHICLES | | | | | |
| Autos, electrical goods and machinery | 39 | 7 | | 8 | 270 |
| DRUGS AND CHEMICALS | | | | | |
| Drugs and chemicals | 80 | 249 | 65 | 139 | 3,011 |
| Paints and pigments | 28 | | 13 | | 44 |
| Pyrethrum flower | | | | | |
| UNCLASSIFIED | 38 | 169 | 92 | 7 | 349 |
| Totals | 50 | 17,208 | 10,983 | 1,865 | 162,895 |

| San Francisco to | Total tons (2,000 lbs.) | New York | Baltimore | Philadelphia | Boston | New Orleans | Mobile | Providence | Charleston | Portland, Maine | Norfolk | Galveston | Houston | Jacksonville | Savannah | Tampa | Beaumont, Texas | All other ports |
|--|----------------------------|----------|-----------|--------------|--------|-------------|--------|------------|------------|--------------------|---------|-----------|---------|--------------|----------|--------|--------------------|--------------------|
| ANIMAL PRODUCTS | | | | | | | | | | | | | | | | | | |
| Canned salmon..... | 1,210 | 612 | 16 | 161 | | 23 | | | 37 | | | | | 163 | 96 | | | 102 |
| Other canned fish..... | 3,981 | 2,050 | 31 | 287 | 985 | 63 | 40 | 44 | 64 | | 86 | | 102 | 72 | 105 | | | 52 |
| Cashea..... | 1,556 | 225 | 28 | 209 | 876 | | | | | 492 | | | | | | | 1 | 25 |
| Eggs..... | 354 | 271 | | 83 | | | | | | | | | | | | | | |
| Feathers..... | 138 | 136 | | 2 | | | | | | | | | | | | | | |
| Hides..... | 5,089 | 4,199 | | 157 | 579 | | | | 62 | | 92 | | | | | | | |
| Leather and manufacture..... | 52 | 30 | | | 9 | 13 | | | | | | | | | | | | |
| Milk, powdered..... | 5,166 | 1,904 | 548 | 418 | 536 | | | | 164 | 113 | 419 | | 174 | 230 | | 174 | | 50 |
| Poultry..... | 1,287 | 1,287 | | | | | | 65 | | | | | | | | | | |
| Tallow..... | 2,917 | 1,517 | 111 | 197 | 973 | | | | | | | | 1 | 119 | | | | |
| Other animal products..... | 11,839 | 3,612 | 744 | 1,362 | 1,820 | 81 | | | | 1,288 | 344 | | | 26 | | 20 | | 2,541 |
| VEGETABLE FOOD PRODUCTS | | | | | | | | | | | | | | | | | | |
| Bears..... | 41,898 | 5,016 | 1,394 | 2,030 | 3,712 | 3,905 | 4,868 | 679 | 1,828 | 1,996 | | 105 | 3,819 | 3,631 | 1,634 | 641 | 264 | 2,564 |
| Canned goods (not otherwise specified)..... | 375,758 | 140,522 | 27,829 | 74,545 | 32,050 | 23,705 | 5,282 | 5,098 | 7,296 | 2,494 | 14,841 | 251 | 13,629 | 3,854 | 2,038 | 3,820 | 887 | 17,717 |
| Cassia..... | 263 | 154 | 36 | 46 | | | | | | | | | | | | | | |
| Cocoanuts, desiccated..... | 11,422 | 8,569 | 219 | 857 | 241 | 235 | 76 | | 124 | | 488 | | 425 | 19 | 169 | | | |
| Coffee..... | 524 | 449 | | 70 | | 5 | | | | | | | | | | | | |
| Flour..... | 13,709 | 2,617 | 721 | 1,236 | 735 | 78 | | 86 | 7,575 | | 419 | | | 20 | 125 | | | 97 |
| Foodstuffs (not otherwise specified)..... | 10,686 | 7,384 | 498 | 581 | 572 | 530 | 83 | | 127 | | 215 | | 42 | 57 | | 21 | 80 | 664 |
| Fruit, canned..... | 14,149 | 6,584 | 1,427 | 941 | 21 | 468 | 214 | | | | 318 | | 833 | 1,903 | 978 | | 56 | 259 |
| Freeapples, canned..... | 19,900 | 2,069 | 3,087 | 333 | 8 | 4,015 | 892 | 13 | 180 | | 937 | | 1,854 | 2,103 | 966 | 618 | 204 | 2,448 |
| Fruit, dried..... | 117,831 | 61,401 | 8,977 | 12,015 | 7,880 | 2,842 | 1,727 | 963 | 1,690 | 1,502 | 4,787 | 56 | 4,175 | 2,335 | 723 | 803 | 260 | 5,726 |
| Raisins..... | 38,336 | 16,437 | 832 | 7,753 | 5,584 | 1,539 | 271 | 666 | 752 | 71 | 1,442 | | 634 | 136 | 39 | 147 | 16 | 1,987 |
| Fruit, fresh..... | 8,342 | 7,949 | 160 | | 16 | 215 | | 937 | 456 | 180 | 2,370 | | 233 | 2,010 | 2,613 | 5,470 | | 37,935 |
| Hay and feed..... | 108,270 | 27,398 | 5,049 | 8,250 | 13,906 | 798 | | | | | | | 6 | | | | | |
| Mustard seed..... | 1,524 | 1,524 | 120 | 833 | 17 | | | | | | | | | | | | | 29 |
| Nuts (not otherwise specified)..... | 1,773 | 984 | 16 | 46 | 600 | 112 | | 15 | | | 71 | | | | | | | 370 |
| Almonds..... | 7,860 | 5,365 | 81 | 1,738 | 576 | | | | 2,597 | | 124 | | | | 238 | 46 | | 15,833 |
| Rice..... | 10,234 | 2,191 | 3,018 | 552 | 22 | 1,076 | | 102 | 237 | | 1,645 | | 22,438 | 91 | | 101 | 71 | 61 |
| Sugar..... | 218,271 | 46,353 | 11,826 | 2,690 | | 114,136 | 272 | | | | | | 17 | | | | | 111 |
| Tea..... | 207 | 90 | 7 | 34 | 28 | | | | 47 | | 31 | | | 330 | 246 | | | 153 |
| Vegetables, canned..... | 9,207 | 2,911 | 374 | 4,513 | 19 | 535 | | | 50 | | | | | | | 36 | | 242 |
| Vegetables, fresh and dried..... | 1,384 | 913 | | 214 | 18 | | | | 1 | | | | | | | | | |
| Wine..... | 15,290 | 12,716 | 349 | 693 | 861 | 300 | 30 | 17 | | | | | | | | | | |
| OTHER VEGETABLE PRODUCTS | | | | | | | | | | | | | | | | | | |
| Cigars and tobacco..... | 648 | 211 | 101 | 32 | 1 | 82 | 4 | | | | 162 | | | | | | | 55 |
| Fiber, manufactured..... | 607 | 226 | 11 | 77 | 15 | | | | | | | | | | | | | 269 |
| Fiber, unmanufactured..... | 4,101 | 1,635 | 27 | 828 | 609 | 657 | | | 153 | | | | 132 | 8 | | | | |
| Hops..... | 295 | 263 | | | 32 | | | | | | | | | | | | | |
| Malt..... | 2,853 | 2,808 | 45 | | | | | | | | | | | | | | | |
| Oil seeds..... | 2,633 | 1,202 | 312 | 276 | 29 | 684 | | | | | 69 | | 48 | | | | | 13 |
| Oil, vegetable (not otherwise specified)..... | 450 | 373 | | 50 | 1 | | | | | | | | 26 | | | | | |
| Oil, wood..... | 903 | 612 | | 200 | 3 | 1 | | | | | 90 | | | | | | | |
| Resins, gums and balsams..... | 425 | 422 | | | | | | | | | | | | | | | | |
| Rubber..... | 631 | 522 | 17 | 1 | 87 | | | | | | 3 | | | | | | | 1 |
| Other vegetable products..... | 2,987 | 1,129 | 280 | 487 | 48 | 24 | | | 507 | | 205 | | 2 | 7 | 48 | 8 | | 242 |
| TEXTILES | | | | | | | | | | | | | | | | | | |
| Asphalted felt..... | 1,097 | 1,097 | | | | 11 | 153 | | | | | | | | | | | 19 |
| Bags, burlap..... | 903 | 52 | 17 | | | | | | | 51 | 172 | | 157 | 29 | 128 | | | 108 |
| Cotton, raw..... | 2,193 | 114 | 26 | 5 | 501 | 20 | | 6 | 1,027 | | 236 | | 201 | 50 | 155 | 21 | | 50 |
| Floor covering (not otherwise specified)..... | 11,097 | 10,099 | 199 | 118 | 45 | 47 | 1 | | 67 | | 109 | | 275 | 92 | 56 | 12 | | |
| Rags..... | 1,455 | 363 | 257 | 77 | 193 | | | | | | 21 | | | | | | | |
| Silk, manufactured..... | 21 | 20 | | 1 | | | | | | | | | | | | | | |
| Silk, raw..... | 6,192 | 6,175 | | 17 | | | | | | | | | | | | | | |
| Silk, waste..... | 147 | 47 | | 72 | | 28 | | | | | | | | | | | | |
| Twine and cordage..... | 692 | 354 | | 85 | 26 | 1 | | | 3 | | 27 | | 160 | | | 5 | | |
| Wool..... | 16,555 | 4,709 | 1,727 | 9,943 | 91 | | | 21 | | | | | | | | | | 455 |
| Textiles (not otherwise specified)..... | 927 | 830 | 1 | 1 | | | | | | | | | 3 | | 1 | | | |
| WOOD AND PAPER | | | | | | | | | | | | | | | | | | |
| Lumber, hardwood..... | 828 | 331 | | 15 | | | | 281 | 29 | | 109 | | | | | | | 63 |
| Lumber, pine..... | 3,969 | 2,510 | 119 | 484 | 238 | | | | 16 | | 70 | | | 26 | | | 5 | 501 |
| Lumber, redwood..... | 1,655 | 241 | 43 | 264 | 52 | 457 | | | | | 11 | | | | | 39 | | 558 |
| Lumber (not otherwise specified)..... | 8,131 | 2,766 | 54 | 1,246 | 171 | 98 | | 577 | 133 | | 493 | | | 23 | | | 6 | 2,564 |
| Paper and manufacture..... | 8,750 | 2,838 | 901 | 580 | 1,357 | 274 | | 26 | 916 | 2 | | | 9 | | 29 | 484 | | 1,335 |
| Pencil slate..... | 2,900 | 2,670 | | | 82 | | | | | | 12 | | | | | | | 136 |
| Shook..... | 379 | 89 | 214 | | | | | | | | | | | 31 | | 48 | | |
| Wood manufactures..... | 1,126 | 519 | 39 | 105 | 26 | 104 | 48 | | 15 | 35 | 53 | | 53 | 17 | 56 | 6 | | 50 |
| NONMETALLIC MINERALS | | | | | | | | | | | | | | | | | | |
| Asphalt..... | 365 | 287 | 24 | 20 | | 33 | | | | | | | | | | | | 1 |
| Charcoal..... | 289 | 127 | | 133 | 26 | | | | | | | | | | | | | 3 |
| China and earthenware..... | 1,213 | 41 | 4 | 1 | | 888 | | 6 | 2 | 3 | 5 | | | 258 | | | | 5 |
| Magnetite..... | 6,130 | 2,076 | 448 | 3,595 | 11 | | | | | | | | | | | | | |
| Oil, gas (not gasoline)..... | 32,592 | 32,592 | | | | | | | | | | | | | | | | |
| Oil, gasoline..... | 60,290 | 60,290 | | | | | | | | | | | | | | | | |
| Oil, illuminating..... | 39,396 | | | | | | | | | | | | | | | | | 39,396 |
| Oil, lubricating and grease..... | 7,977 | 4,600 | 24 | 177 | | | | | | | 638 | | | | | | | 2,538 |
| Oil, fuel..... | 101,821 | 80,104 | | | | | | | | | | | | | | | | 21,717 |
| Other nonmetallic minerals..... | 1,496 | 704 | 45 | 318 | 139 | 37 | | | | | 91 | | 27 | | 31 | 48 | | 56 |
| METALS AND MANUFACTURES | | | | | | | | | | | | | | | | | | |
| Copper..... | 56,498 | 536 | 55,962 | | | | | | | | | | | | | | | |
| Iron, miscellaneous manufacture..... | 5,488 | 2,842 | 296 | 1,228 | 120 | 231 | 2 | | 1 | 6 | 299 | | 108 | | 249 | 44 | 1 | 62 |
| Quicksilver..... | 211 | 187 | | 51 | 26 | 23 | | | | | | | 1 | | | | | |
| Tin..... | 745 | 594 | | | | 74 | | | | | | | | | | | | |
| Other metals..... | 1,854 | 1,426 | 6 | 111 | 6 | 10 | | | | | 261 | | | | 1 | | | 33 |
| MACHINERY AND VEHICLES | | | | | | | | | | | | | | | | | | |
| Automobiles, electrical goods and machinery..... | 2,353 | 1,131 | 201 | 331 | 39 | 187 | 38 | 30 | | 1 | 71 | | 39 | | 7 | | | 270 |
| DRUGS AND CHEMICALS | | | | | | | | | | | | | | | | | | |
| Drugs and chemicals..... | 26,038 | 7,099 | 2,401 | 4,256 | 1,078 | 6,257 | 256 | 136 | 73 | 137 | 263 | 13 | 580 | 249 | 65 | 139 | 25 | 3,011 |
| Paints and pigments..... | 974 | 800 | 3 | | | 25 | 40 | | | | 21 | | 28 | | 13 | | | 44 |
| Pyrethrum flower..... | 246 | 198 | | | | 48 | | | | | | | | | | | | |
| UNCLASSIFIED..... | 11,984 | 6,704 | 846 | 1,459 | 573 | 623 | 29 | 29 | 27 | 15 | 852 | | 208 | 169 | 92 | 7 | 2 | 349 |
| Totals..... | 1,504,517 | 622,338 | 120,881 | 150,254 | 90,882 | 166,194 | 15,243 | 9,584 | 26,349 | 8,502 | 37,384 | 441 | 50,750 | 17,208 | 10,983 | 12,784 | 1,865 | 162,895 |

| | Philippine Islands | Scandinavia | South America | United Kingdom | Africa | All other countries |
|------------------------|--------------------|-------------|---------------|----------------|--------|---------------------|
| Burlaps..... | | | | 27 | | |
| Cotton, raw..... | | | | | | |
| Silk, raw..... | | | | | | |
| Wool..... | | | 48 | | | |
| Other merchandise..... | 13,724 | 128 | 4,609 | 284 | 7 | 130 |
| Totals..... | 13,724 | 128 | 4,627 | 311 | 7 | 130 |

| From | To | Total | Japan | Oceania | Philippine Islands | Asia | Africa | All other countries |
|---------------------------------------|----|--------|-------|---------|--------------------|------|--------|---------------------|
| Asia..... | | 34 | | | | | | |
| Canada..... | | 1,596 | | 198 | 35 | 2 | 113 | 17 |
| Central America, Mexico and Cuba..... | | 1,128 | 187 | 11 | 114 | | | |
| South America..... | | 4,945 | 138 | 697 | 471 | 13 | | 1 |
| Europe..... | | 249 | 10 | 112 | | | | 4 |
| Scandinavia..... | | 29 | | 28 | | | | |
| United Kingdom..... | | | | | | | | |
| China..... | | 1,269 | | | | | | 115 |
| East Indies..... | | 1,307 | | 844 | | | | |
| India..... | | 215 | | | | | | |
| Japan..... | | 23,729 | 80 | 240 | | | | 713 |
| Oceania..... | | 2,964 | | 4 | | | | 5 |
| Philippine Islands..... | | 609 | | | | | | 3 |
| Other countries..... | | 200 | | | | | | 27 |
| Totals..... | | 38,604 | 4 | 112 | | | | |
| | | | 420 | 2,246 | 620 | 15 | 113 | 855 |

IMMEDIATE TRANSPORTATION SHIPMENTS—1934
(Foreign Imports en route to other United States Custom House Districts)

118

| | Total tons (2,000 lbs.) | Asia | Canada | Central America, Mexico and Cuba | China | Europe | East Indies | India | Japan | Oceania | Philip- pine Islands | Scandi- navia | South America | United Kingdom | Africa | All other countries |
|-------------------|-------------------------------|-------|--------|---|--------|--------|----------------|-------|--------|---------|----------------------------|------------------|------------------|-------------------|--------|---------------------------|
| Rubber | | | | | | | | | | | | | | | | |
| Cotton, raw | 1,051 | | | | 255 | | | 474 | 295 | | | | | | | |
| Silk, raw | 1,361 | | | | 1,361 | | | | | | | | | 27 | | |
| Wool | 3,856 | | 54 | | 45 | | | | 3,757 | | | | | | | |
| Other merchandise | 5,595 | | 14 | | 5,707 | | | | | 858 | | | 18 | | | |
| | 57,639 | 3,113 | 898 | 1,331 | 10,041 | 1,406 | 647 | 10 | 17,845 | 3,466 | 13,724 | 128 | 4,609 | 284 | 7 | 130 |
| Totals | 70,502 | 3,113 | 966 | 1,331 | 17,409 | 1,406 | 647 | 484 | 21,897 | 4,322 | 13,724 | 128 | 4,627 | 311 | 7 | 130 |

DIRECT EXPORTS AND TRANSPORTATION AND EXPORTATION SHIPMENTS—1934
(Passing through the Port of San Francisco from one Foreign Country to another)

| From | To | Total | Canada | Costa Rica | Guate- mala | Hon- duras | Nicaragua | Panama | Salvador | Cuba | Mexico | South America | Europe | Scandi- navia | United Kingdom | China | East Indies | India | Japan | Oceania | Philippine Islands | Asia | Africa | All other countries |
|----------------------------------|----|--------|--------|---------------|----------------|---------------|-----------|--------|----------|-------|--------|------------------|--------|------------------|-------------------|-------|----------------|-------|-------|---------|-----------------------|------|--------|------------------------|
| Asia | | 34 | | | | | | | | | | 1 | 31 | | 2 | | | | | | | | | |
| Canada | | 1,596 | 6 | 56 | 160 | 129 | 32 | 464 | 154 | | | 73 | | | | | | | | | | | | |
| Central America, Mexico and Cuba | | 1,128 | 53 | | | | 1 | 3 | | 4 | 2 | 13 | 216 | 48 | 304 | 94 | 46 | 10 | 1 | 198 | 35 | 2 | 113 | 17 |
| South America | | 4,945 | 707 | | | | | | | | | | | | | 74 | 85 | 11 | 187 | 11 | 114 | | | |
| Europe | | 249 | 19 | | | | | | | | | | | | | 2,190 | 581 | 147 | 138 | 697 | 471 | 13 | | 1 |
| Scandinavia | | 29 | 1 | | | | | | | | 83 | 21 | | | | | | | 10 | 112 | | | | 4 |
| United Kingdom | | | | | | | | | | | | | | | | | | | | 28 | | | | |
| China | | 1,269 | 5 | 11 | 49 | 8 | 9 | 387 | 21 | 350 | 34 | 214 | 6 | | 28 | 2 | | | | | | | | 115 |
| East Indies | | 1,307 | 16 | | | | | | | | 3 | 444 | | | | | | | | 844 | | | | |
| India | | 215 | 1 | 96 | 13 | 2 | 97 | 1 | | | 5 | | | | | | | | | | | | | |
| Japan | | 23,729 | 126 | 214 | 540 | 179 | 215 | 155 | 793 | 3,621 | 1,752 | 1,351 | 5,616 | 1,671 | 6,463 | | | | 80 | 240 | | | | 713 |
| Oceania | | 2,994 | 3 | | 10 | | | 3 | | | 1,077 | 1,346 | | 1 | 504 | 7 | | | | 4 | | | | 5 |
| Philippine Islands | | 909 | 9 | 1 | 14 | | | 39 | | | | 145 | 31 | | 667 | | | | | | | | | 3 |
| Other countries | | 200 | 56 | 1 | | | | | | | | | | | | | | | 4 | 112 | | | | 27 |
| Totals | | 38,604 | 1,002 | 379 | 786 | 318 | 354 | 1,052 | 968 | 4,011 | 2,958 | 2,296 | 7,246 | 1,720 | 7,968 | 2,367 | 712 | 168 | 420 | 2,246 | 620 | 15 | 113 | 885 |

RECAPITULATION

Foreign, Noncontiguous and Intercoastal Tonnage, San Francisco
Customs District, by Commodities, January 1, 1934,
to December 31, 1934

(Does not include Coastwise or Inland Waterways Tonnage)

| | | |
|---|--|-----------|
| INBOUND— | | |
| Foreign imports | | 757,538 |
| Noncontiguous imports | | 808,002 |
| Intercoastal | | 854,706 |
| Immediate transportation shipments | | 70,502 |
| Direct exports and transportation and exportation shipments | | 38,604 |
| Total inbound | | 2,529,354 |
| OUTBOUND— | | |
| Foreign exports | | 2,064,386 |
| Noncontiguous exports* | | 97,157 |
| Intercoastal | | 1,504,517 |
| Direct exports and transportation and exportation shipments | | 38,604 |
| Total outbound | | 3,704,664 |
| Grand total | | 6,234,018 |

* Note—Figures for Hawaiian Islands unobtainable for 1934.

| | | | | | | | Noncontiguous imports | | |
|--|----------------------------------|---------------|----------------------------|---------------|--------|--------|-----------------------|--------|---------------------|
| San Francisco—from | Total tons (2,000 lbs.) | ther eania | Philip- pine Islands | Other Asia | Africa | Others | Total | Alaska | Hawaiian Islands |
| ANIMAL PRODUCTS | | | | | | | | | |
| Bones, unmanufactured | 10,049 | | | | | | | | |
| Butter and cheese | 948 | 26 | | | | | | | |
| Fish, canned | 3,646 | 12 | 371 | | | 1 | 6,794 | 6,575 | 219 |
| Fish, fresh and dried | 1,115 | 11 | | | | | 327 | 327 | |
| Fish meal | 194 | | | | | | 351 | 151 | 200 |
| Fish oil | 313 | | | | | | 85 | 65 | |
| Hides | 1,604 | 232 | | | 58 | | 634 | | 634 |
| Animal products (not otherwise specified) | 16,010 | 1,728 | 3,012 | | 3 | 1 | 193 | 60 | 133 |
| VEGETABLE FOOD PRODUCTS | | | | | | | | | |
| Bananas | 35,391 | | | | | | 1,434 | | 1,434 |
| Barley malt | 4,866 | 9 | | | | | | | |
| Cocoabans (in shell) | 3,256 | 103 | | | 167 | 629 | | | |
| Cocoanut, desiccated and in shell | 29,857 | 107 | 29,338 | | | 43 | 26 | | 26 |
| Coffee | 70,770 | | | | 1,167 | 70 | 2,289 | | 2,289 |
| Corn or maize | 87,581 | | | | | | | | |
| Cottonseed oil | 5,592 | | | | 216 | | | | |
| Feed (oil cake, etc.) | 18,311 | | 6,234 | 5,100 | | | 160 | | 160 |
| Honey | | | | | | | 139 | | 139 |
| Molasses | | | | | | | 77,338 | | 77,338 |
| Nuts | 1,538 | | | | 4 | | | | |
| Olive oil | 3,069 | | | | 58 | | | | |
| Other edible oil | 3,532 | | 30 | | | | | | |
| Pineapple, canned | 2,852 | | 2,569 | | | | 162,012 | | 162,012 |
| Pineapple, fresh | | | | | | | 668 | | 668 |
| Rice | 7,211 | | 4,086 | | | | 125 | | 125 |
| Sugar | 39,913 | | 20,465 | | | 5,656 | 597,562 | | 597,562 |
| Ten | 3,940 | | | | | | | | |
| Liquors (not otherwise specified) | 2,610 | | 54 | | 50 | 23 | | | |
| Foodstuffs (not otherwise specified) | 16,004 | 153 | 49 | 1,250 | 54 | 275 | 2,195 | | 2,195 |
| OTHER VEGETABLE PRODUCTS | | | | | | | | | |
| Copra, copra oil seeds | 100,533 | 1,545 | 94,770 | | | | | | |
| Other oil seeds | 43,465 | | | 18,291 | | | | | |
| Gums, resins, balsams | 12 9 | 9 | 1 | 5 | 7 | | | | |
| Oil, Chinese wood | 14,359 | | | | | | | | |
| Oil, coconut | 14,926 | | 14,926 | | | | | | |
| Oil, vegetable (not otherwise specified) | 13,799 | | | 100 | | | | | |
| Peat moss | 3,466 | | | | | | | | |
| Rubber and manufacture | 2,465 | | 25 | | | | 12 | | 12 |
| Seeds, bulbs, plants | 6,212 | 56 | | 240 | | | 6 | | 6 |
| Tobacco | 1,252 | | 702 | 221 | 4 | | 1 | | 1 |
| Vegetable products (not otherwise specified) | 1,625 | 1 | 1 | 2 | | | 469 | | 469 |
| TEXTILES | | | | | | | | | |
| Burlaps and bags | 29,898 | | | | | | 220 | | 220 |
| Cotton manufacture | 3,271 | | 27 | | | | 1 | | 1 |
| Cotton, raw | 496 | | | | | | | | |
| Cotton, waste | 2,526 | | | | | | | | |
| Fibre, unmanufactured | 5,906 | | 3,921 | | 92 | | | | |
| Kapoc | 2,500 | | | | | | | | |
| Rugs, cotton or wool | 7,243 | | | 24 | | | | | |
| Silk, raw | 969 | | | | | | | | |
| Other textiles | 2,943 | 6 | 1,837 | | | | 40 | | 40 |
| WOOD AND PAPER | | | | | | | | | |
| Lumber | 12,132 | | 7,047 | 56 | | | 3 | | 3 |
| Paper and paper stock | 71,099 | | | | | | 844 | 30 | 814 |
| Wood and manufacture | 3,250 | | 29 | | | | 1,509 | | 1,509 |
| NONMETALLIC MINERALS | | | | | | | | | |
| China clay | 2,681 | | | | | | | | |
| Other clay, brick, tile | 12,278 | | | | | | | | |
| China and earthenware | 6,641 | | | | | | | | |
| Coke | 23,191 | | | | | | | | |
| Glass and manufacture | 776 | | 4 | | | | 828 | | 828 |
| Paraffine wax | 520 | | | | | | | | |
| Sand | 13,953 | 11 | | | | | 11 | | 11 |
| Nonmetallic minerals (not otherwise specified) | 6,709 | | | 136 | | 82 | | | |
| METALS AND MANUFACTURE | | | | | | | | | |
| Iron and steel bars | 4,527 | | | | | | | | |
| Pig iron | 6,957 | | | | | | | | |
| Plates, sheet | 2,192 | | | | | | | | |
| Railroad bars, etc | 2,250 | | | | | | | | |
| Structural | 5,649 | | | | | | | | |
| Wire | 3,019 | | | | | | | | |
| Manufacture | 12,493 | 244 | | | 5 | | 1,564 | 46 | 1,518 |
| Ferro-alloys | 2,146 | | 309 | | 398 | | | | |
| Ores, mattes (gross weight) | 23,610 | | 29 | | | 10,754 | | | |
| Ores, mattes (lead content) | 1,403 | | | | | 892 | | | |
| Tin | 1,381 | | | | | | | | |
| Other nonferrous metals | 2,663 | | | | | | 5,216 | | 5,216 |
| MACHINERY AND VEHICLES | | | | | | | | | |
| Autos, electrical goods, machinery | 1,519 | | 2 | | | | 381 | 16 | 365 |
| DRUGS AND CHEMICALS | | | | | | | | | |
| Cresote oil | 3,924 | | | | | | 14 | | 14 |
| Fertilizers | 22,581 | | | 1,003 | | | 17 | | 17 |
| Paint and pigments | 725 | | | | 24 | | 2 | | 2 |
| Other chemicals and drugs | 7,128 | 50 | 51 | | | | 1,488 | | 1,488 |
| UNCLASSIFIED | 7,358 | 133 | 868 | 8 | 6 | 26 | 809 | 100 | 709 |
| Totals | 897,955 | 0,436 | 190,757 | 26,440 | 2,309 | 13,432 | 865,747 | 7,370 | 858,277 |

| San Francisco—from | Total tons (2,000 lbs.) | Foreign imports | | | | | | | | | | | | | | | | | | | | | Noncontiguous imports | | | | | | |
|--|----------------------------------|-----------------|--------|---------|-------|-------------|--------------|-------------|----------------|--------|------|-------------------------|---------------|--------|-----------|----------------|-------------------------|--------|--------|-----------|---------------|--------------------|-----------------------|--------|--------|---------|---------|------------------|---------|
| | | Belgium | France | Germany | Italy | Netherlands | Other Europe | Scandinavia | United Kingdom | Canada | Cuba | Central America, Mexico | South America | China | Hong-kong | British Malaya | Netherlands East Indies | India | Japan | Australia | Other Oceania | Philippine Islands | Other Asia | Africa | Others | Total | Alaska | Hawaiian Islands | |
| ANIMAL PRODUCTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bones, unmanufactured | 10,049 | | | | | | | | 11 | | | 469 | 9,569 | | | | | | | 12 | 26 | | | | | | | | |
| Butter and cheese | 948 | | 101 | | | 553 | 34 | 203 | 19 | | | | | 32 | 47 | | | | 1,233 | | 12 | 371 | | | 1 | 6,794 | 6,575 | 219 | |
| Fish, canned | 3,646 | | 14 | 2 | | 199 | 340 | 1,367 | | | 2 | 6 | | 14 | 77 | | | | 544 | | 11 | | | | | 351 | 327 | 200 | |
| Fish, fresh and dried | 1,115 | | | 5 | 9 | 33 | 25 | 112 | | 160 | | 125 | | | | | | | 42 | | | | | | | 65 | 65 | 634 | |
| Fish meal | 194 | | | | | | | | 276 | | | | | | | | | | | | | | | | | | | | |
| Fish oil | 318 | | 2 | | | | 79 | | 2 | 6 | | | 989 | 112 | | | 9 | 21 | | 71 | 232 | | | 58 | | 634 | 151 | 634 | |
| Hides | 1,604 | | | | 13 | 9 | 809 | 12 | 2 | 69 | 297 | | | 761 | 79 | | | 309 | 189 | 1,957 | 4,728 | 3,012 | | 3 | 1 | 193 | 60 | 133 | |
| Animal products (not otherwise specified) | 16,010 | 22 | 0 | 7 | | | | | | | | 2,159 | 1,570 | | | | | | | | | | | | | | | | |
| VEGETABLE FOOD PRODUCTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bananas | 35,391 | | | | | | | | | 340 | | 35,152 | 239 | | | | | | | | | | | | | 1,434 | | 1,434 | |
| Barley, malt | 4,866 | 1,512 | 599 | 660 | | 191 | 1,502 | | | | | | 53 | | | | | | | 9 | | | | | | | | | |
| Cocoabans (in shell) | 3,256 | | | | | 3 | | | | 75 | | 418 | 1,788 | 23 | | | | 2 | 48 | | 107 | 29,338 | | | 629 | 43 | 26 | | |
| Cocunut, desiccated and in shell | 29,857 | | | | | | | | | | | 35,269 | 369 | | | 29 | 748 | | | | | | | 1,167 | 70 | 2,289 | | 26 | |
| Coffee | 70,770 | | | | | 23 | | | 62 | | | 33,402 | 87,891 | | | | | | | | | | | | | | | | |
| Corn or maize | 87,891 | | | | | | | | 619 | | | | 631 | 1,651 | | | | | 5,475 | | | | | 216 | | | | | |
| Cottonseed oil | 8,592 | | | | | | | | | | | | | | | | | | 3,558 | | | 6,234 | 5,100 | | | | 160 | 160 | |
| Feed (oil cake, etc.) | 18,311 | | | | | 80 | | | | | | 1,902 | 236 | 1,201 | | | | | | | | | | | | 77,338 | 139 | 139 | |
| Honey | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Molasses | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nuts | 1,538 | | | | 97 | | 19 | | 18 | | | | 891 | 9 | 33 | | | 13 | 368 | | | | 4 | 58 | | | | | |
| Olive oil | 3,069 | | 2 | | 1,746 | | 1,263 | | | | | | | | | | | | | | | | | | | | | | |
| Other edible oil | 3,532 | 334 | | | | 120 | | | 10 | 7 | | | | | | | | | 1,821 | | | | | | | 162,012 | | 162,012 | |
| Pineapple, canned | 2,852 | | | | | | | | | | | | | | | | | | 65 | | | 2,569 | | | | 668 | | 668 | |
| Pineapple, fresh | | | | | | | | | | | | | | | | | | | | | | | | | | 125 | | 125 | |
| Rice | 7,211 | | | | 127 | 6 | | | | | | 177 | 4 | 591 | 1,896 | | | | | | | | | | | 5,656 | 597,562 | | 597,562 |
| Sugar | 39,913 | | | | | | | | 15 | 8 | | 13,598 | | 11 | 138 | | | 18 | | | | | | | | | | | |
| Tea | 3,940 | | | | | | | | 877 | 3 | | | | 314 | 96 | | | 319 | 1,265 | 1,066 | | | | | | | | | |
| Liquors (not otherwise specified) | 2,610 | | 447 | 30 | 243 | 11 | 58 | 1 | 977 | 334 | 97 | 10 | 1 | 30 | 9 | | | | 204 | | 31 | | 54 | 50 | 23 | | | | |
| Foodstuffs (not otherwise specified) | 16,094 | | 149 | 66 | 425 | 110 | 892 | 83 | 450 | 3 | 161 | 2,278 | 163 | 1,093 | 1,802 | 196 | 2,931 | 222 | 3,174 | 80 | 153 | | 49 | 1,250 | 54 | 275 | 2,195 | | 2,195 |
| OTHER VEGETABLE PRODUCTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Copra, copra oil seeds | 100,533 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Other oil seeds | 43,465 | | | 22 | | 27 | 16 | | | | | | | | | | | | | | | | | | | | | | |
| Gums, resins, balsams | 12 9 | 49 | | | | 3 | | | 133 | 34 | | 319 | 2,468 | 19,875 | 434 | | | 19 | 762 | 8 | 4,545 | 94,770 | | | | | | | |
| Oil, Chinese wood | 14,859 | | | | | | | | | | | | | | | 210 | | 69 | 3 | 1 | 9 | | 1 | 18,291 | 5 | 7 | | | |
| Oil, coconut | 14,026 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oil, vegetable (not otherwise specified) | 13,799 | | | 19 | 879 | 10 | 4 | | 98 | | | | | 45 | 46 | | | | 9,307 | 3 | | | 100 | | | | | | |
| Peat moss | 3,466 | 71 | | 2,159 | | | | 953 | 11 | 256 | | | | 1 | | | | 2,172 | 108 | 78 | | | 25 | | | 12 | | 12 | |
| Rubber and manufacture | 2,495 | | | | | | | | 15 | | | | | | | | | | | | | | | | | 6 | | 6 | |
| Seeds, bulbs, plants | 6,312 | | | 715 | | 822 | 127 | | 15 | 25 | | | 807 | 2,149 | 288 | | | | 527 | 441 | 56 | | 240 | | | 1 | | 1 | |
| Tobacco | 1,252 | | | | 2 | | 262 | | | | 53 | | | 2 | 6 | | | | | | | 702 | 221 | 4 | | | | | |
| Vegetable products (not otherwise specified) | 1,025 | 1 | 6 | 39 | 32 | 6 | 29 | | 1 | | | 2 | 473 | 23 | 257 | 13 | 176 | 5 | 558 | 1 | | 1 | 2 | | | 409 | | 409 | |
| TEXTILES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Burlaps and bags | 29,898 | | | 335 | 5 | | 801 | | 553 | | | | | | | | | 28,204 | | | | | | | | 220 | | 220 | |
| Cotton manufacture | 3,271 | 20 | 4 | 8 | 1 | | 15 | | 12 | | | | | 20 | 1 | | | | | | | | | | | 1 | | 1 | |
| Cotton, raw | 496 | | | | | | | | | | | | | 207 | | | | | 11 | | | | | | | | | | |
| Cotton, waste | 2,526 | | 17 | | | 49 | | | | | | 378 | 373 | 583 | | | | | | | | | | | | | | | |
| Fibre, unmanufactured | 5,006 | | 48 | | | | | | | | | 6 | 52 | | 13 | | | 1,366 | 404 | | | 3,921 | | 92 | | | | | |
| Kapoc | 2,500 | | | | | | | | | | | | | | | | | 2,251 | 249 | | | | | | | | | | |
| Laces, cotton or wool | 7,243 | 84 | 23 | | 5 | | 10 | | 7 | | | | | 343 | 1 | | | | 2,302 | 4,444 | | | 24 | | | | | | |
| Silk, raw | 969 | | | | | | | | | | | | | 81 | | | | | | | | | | | | | | | |
| Other textiles | 2,043 | 13 | 4 | 17 | 5 | 260 | 25 | | 122 | 5 | 13 | 119 | 9 | 113 | 20 | | 1 | 77 | | 1 | 6 | 1,837 | | | | 40 | | 40 | |
| WOOD AND PAPER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lumber | 12,132 | | | | | | | | | 3,477 | 3 | 519 | 40 | | 3 | | | 150 | 577 | 260 | | | 7,047 | 56 | | | 3 | 3 | |
| Paper and paper stock | 71,099 | 2 | 150 | 158 | | | 8,612 | 32,782 | 512 | 11,600 | | | | 342 | 13 | | | | 16,928 | | | | | | | | 844 | 844 | |
| Wood and manufacture | 3,250 | 7 | 17 | 46 | 27 | | 731 | 19 | 132 | 28 | 5 | | | 259 | 393 | 1 | | 71 | 1,465 | 1 | | 29 | | | | | 1,509 | | 1,509 |
| NONMETALLIC MINERALS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| China clay | 2,681 | | 613 | | | | | | 2,068 | | | | | | | | | | | | | | | | | | | | |
| Other clay, brick, tile | 12,278 | 1,707 | 3,530 | 232 | | 407 | | | 6,402 | | | | | | | | | | | | | | | | | | | | |
| China and earthenware | 6,641 | | 19 | 185 | 44 | 64 | | | 202 | | | 1 | | 137 | 180 | | | | 5,809 | | | | | | | | | | |
| Coke | 23,191 | 429 | | 8,018 | | | | | 14,744 | | | | | 10 | 1 | | | | | | | | | | | | | | |
| Glass and manufacture | 776 | 197 | 21 | 137 | 4 | 1 | 173 | 1 | 58 | | | | | | | | | | | | | 4 | | | | | | | |
| Paraffine wax | 520 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sand | 13,983 | 13,972 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nonmetallic minerals (not otherwise specified) | 6,709 | 29 | 37 | 413 | 734 | | 859 | 63 | 223 | 3,398 | | | 556 | 6 | 17 | | | | 156 | | 11 | | 136 | | 82 | 11 | | 11 | |
| METALS AND MANUFACTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iron and steel bars | 4,527 | 3,148 | 160 | 906 | | | | 313 | | | | | | | | | | | | | | | | | | | | | |
| Pig iron | 6,957 | | | 151 | | | | | 365 | | | | | | | | | | | | | | | | | | | | |
| Plates, sheet | 2,192 | 1169 | 74 | 949 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Railroad bars, etc. | 2,250 | 671 | 306 | 1,273 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Structural | 5,649 | 4,719 | 516 | 414 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wire | 3,919 | 593 | 7 | 2,057 | | 335 | | 1 | 26 | | | | | | | | | | | | | | | | | | | | |
| Manufacture | 12,493 | 2,715 | 56 | 8,637 | 74 | 13 | 198 | 136 | 57 | 12 | | | 40 | 20 | 5 | | | | 157 | 124 | 244 | | | | | | 1,564 | 40 | 1,518 |
| Ferroalloys | 2,146 | | | | | | | 1,354 | 85 | | | | | | | | | | | | | | | | | | | | |
| Ores, mattes (gross weight) | 23,610 | | | | | | | | | 30 | | 489 | 12,338 | | | | | | | | | | | | | | | | |
| Ores, mattes (lead content) | 1,403 | | | | | | | | | | | | 333 | | | | | | | | | | | | | | | | |
| Tin | 1,381 | | | | | | | | 100 | | | | | 11 | 127 | 1,002 | | | | 147 | | | | | | | | | |
| Other nonferrous metals | 2,663 | | 6 | 88 | 0 | 3 | 33 | | 12 | 2,271 | | 2 | 3 | 125 | 10 | | | | | 80 | | | | | | | 5,216 | | 5,216 |
| MACHINERY AND VEHICLES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Autos, electrical goods, machinery | 1,519 | 5 | 38 | 272 | 40 | 16 | 121 | 37 | 339 | 18 | | | | | | | | | 628 | 3 | | 2 | | | | 381 | 16 | 365 | |
| DRUGS AND CHEMICALS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cresote oil | 3,024 | | | | | | | | 3,924 | | | | | | | | | | | | | | | | | | | | |
| Fertilizers | 22,581 | 301 | 442 | 3,126 | | 1,894 | 105 | 2,088 | 112 | 4,751 | | | 4,781 | 273 | | | | 8 | 3,751 | | | | 1,003 | | | | 14 | 14 | |
| Paint and pigments | 725 | | 118 | 50 | 16 | | | | | | | | | | | | | </ | | | | | | | | | | | |

| | d. | Galveston | Albany, N. Y. | Beaumont, Texas | Chester, Pa. | All other ports |
|--|-----|-----------|------------------|--------------------|--------------|--------------------|
| To San Francisco—from..... | | | | | | |
| ANIMAL PRODUCTS | | | | | | |
| Fish, canned..... | 103 | | | | | |
| Leather and manufacture..... | | | | | | |
| Other animal products..... | | | | | | |
| VEGETABLE FOOD PRODUCTS | | | | | | |
| Beverages (not otherwise specified)..... | | | | | | 493 |
| Candy..... | | | | | | |
| Canned goods (not otherwise specified)..... | 99 | | 388 | | 18 | 108 |
| Chocolate and cocoa..... | | | | | | |
| Oils, salad and cooking..... | | | | | | 32 |
| Peanuts..... | | | | 588 | | 924 |
| Rice..... | | | | | | |
| Spices..... | | | | | | |
| Whiskey..... | | | | | | |
| Foodstuffs (not otherwise specified)..... | 16 | | 39 | | | 4,093 |
| OTHER VEGETABLE PRODUCTS | | | | | | |
| Cigars and tobacco..... | | | | | | 48 |
| Fibre and manufacture..... | | | 1 | | | |
| Oil, linseed..... | | | | | | |
| Oil, vegetable (not otherwise specified)..... | | | | | | 84 |
| Pitch..... | | | | | | 67 |
| Resins, gums and balsams..... | | | | | | 21 |
| Rosin..... | | | | | | |
| Rubber..... | | | | | 20 | 13 |
| Tar..... | | | | | | |
| Turpentine..... | | | | | | 74 |
| TEXTILES | | | | | | |
| Bags, cotton..... | 70 | | 20 | | | |
| Cordage and twine..... | | | 30 | | | |
| Linoleum..... | | | | | 62 | 15 |
| Rugs and carpets..... | | | 17 | | | |
| Textiles (not otherwise specified)..... | | 28 | 49 | | 8 | 125 |
| WOOD AND PAPER | | | | | | |
| Furniture..... | | | 8 | | | |
| Lumber, hardwood..... | | | 21 | 861 | | 1,835 |
| Lumber (not otherwise specified)..... | | | | | | 16 |
| Paper and manufacture..... | 940 | | 862 | | 2,685 | 6,025 |
| Wood and manufacture..... | 229 | | | | 1 | 68 |
| NONMETALLIC MINERALS | | | | | | |
| Asbestos and manufacture..... | 705 | | | | | 3 |
| Asphalt and manufacture..... | | | | | | 96 |
| Coal and coke..... | | | | | | |
| Fuller's earth..... | | | | | | |
| Glass and manufacture..... | | | | | | 1 |
| Oil, illuminating..... | | | | | 344 | 3,403 |
| Oil, lubricating and grease..... | | | | | | 30 |
| Paraffine wax..... | | | 2,909 | | | |
| Sand and stone..... | | 4,424 | | | | 16,345 |
| Sulphur..... | | | 132 | | | 187 |
| Other nonmetallic mineral..... | | | | | | |
| IRON AND STEEL | | | | | | |
| Bars..... | | | | | | |
| Beams, channels, angles..... | | | | | | |
| Billets, blooms, ingots..... | | | | | 104 | |
| Metal lath..... | | | | | | |
| Nails..... | | | | | | |
| Pig iron..... | | | 67 | | | |
| Pipe and fittings..... | | | 522 | 93 | | 47 |
| Plates..... | | | | | 3,653 | |
| Rails and railroad material..... | | | | | | 17 |
| Sheets..... | | | | | 86 | |
| Structural steel..... | | | | | 177 | 452 |
| Tinplate..... | | | | | | |
| Wire (not otherwise specified)..... | | | 26 | | 30 | 7,606 |
| All other..... | | | | | 1 | |
| Hardware..... | | | 100 | | | 24 |
| Other miscellaneous manufacture..... | | | 103 | | 49 | 56 |
| OTHER METALS | | | | | | |
| Brass, copper, sheets and tubes..... | | | | | | 12 |
| Ferro-alloys..... | | | | | | |
| Metals (not otherwise specified)..... | | | 22 | | | 68 |
| MACHINES AND VEHICLES | | | | | | |
| Autos, parts, accessories..... | | | 262 | | 7,457 | |
| Electrical machinery and goods..... | | | 2 | | | 63 |
| Machinery and parts..... | | | 79 | | | 168 |
| CHEMICALS | | | | | | |
| Fertilizer..... | | | | | | 8,460 |
| Lithopone..... | | | | | | 67 |
| Paints and pigments..... | | | | | | 344 |
| Soap..... | | | | | | 24 |
| Soda, ash..... | | | 22 | | | 54 |
| Soda, caustic..... | | | | | | 92 |
| Drugs and chemicals (not otherwise specified)..... | | | 951 | 30 | 69 | 710 |
| UNCLASSIFIED | | | | | | |
| Eastern cargoes transhipped to northern ports..... | 515 | 32 | 233 | | 30 | 2,728 |
| | | | 14 | | | |
| | | | | | 260 | 1,633 |
| Totals..... | 577 | 4,484 | 6,879 | 1,572 | 15,143 | 56,751 |

| To San Francisco—from | Total tons (2,000 lbs.) | New York | Baltimore | Philadelphia | Boston | New Orleans | Jacksonville | Savannah | Norfolk | Mobile | Charleston | Houston | Portland, Maine | Galveston | Albany, N. Y. | Beaumont, Texas | Chester, Pa. | All other ports |
|---|----------------------------|----------|-----------|--------------|--------|----------------|--------------|----------|---------|--------|------------|---------|--------------------|-----------|------------------|--------------------|--------------|--------------------|
| ANIMAL PRODUCTS | | | | | | | | | | | | | | | | | | |
| Fish, canned | 2,083 | 637 | 1 | 203 | 198 | 587 | | 29 | | 25 | | | 403 | | | | | |
| Leather and manufacture | 784 | 445 | 2 | 29 | 300 | 352 | 744 | 4 | 4 | | | | | | | | | |
| Other animal products | 1,610 | 91 | | 56 | | | | 215 | 152 | | | | | | | | | |
| VEGETABLE FOOD PRODUCTS | | | | | | | | | | | | | | | | | | |
| Beverages (not otherwise specified) | 5,801 | 2,787 | 115 | 272 | 1,098 | 926 | 120 | | | | | | | | | | | 483 |
| Candy | 6,351 | 4,594 | | 87 | 1,677 | | | | | | | | | | | | | |
| Canned goods (not otherwise specified) | 20,760 | 1,848 | 3,028 | 10,504 | 332 | 970 | 78 | 20 | 256 | 478 | | 33 | 2,599 | | 388 | | 18 | 108 |
| Chocolate and cocoa | 5,636 | 2,379 | | 2,078 | 1,179 | | | | | | | | | | | | | |
| Oils, salad and cooking | 925 | 429 | | 380 | | | | | 116 | | | | | | | | | |
| Peas | 3,712 | | | | | | 290 | 790 | 2,600 | | | | | | | | | 32 |
| Rice | 4,004 | | | | | 442 | | | | | | 2,110 | | | | 588 | | 924 |
| Spices | 1,704 | 559 | 118 | 933 | 33 | 3 | 58 | | | | | | | | | | | |
| Whiskey | 9,951 | 1,045 | 570 | 611 | 82 | 7,643 | | | | | | | | | | | | |
| Foodstuffs (not otherwise specified) | 29,616 | 14,695 | 538 | 598 | 1,258 | 6,175 | 175 | 137 | 1,620 | | | 272 | 16 | | 39 | | | 4,093 |
| OTHER VEGETABLE PRODUCTS | | | | | | | | | | | | | | | | | | |
| Cigars and tobacco | 8,089 | 1,689 | | 16 | | 178 | 30 | | 5,848 | 18 | 262 | | | | | | | 48 |
| Fibre and manufacture | 643 | 191 | 56 | 130 | | 3 | | | 262 | | | | | | 1 | | | |
| Oil, linseed | 1,212 | 1,212 | | | | | | | | | | | | | | | | |
| Oil, vegetable (not otherwise specified) | 3,217 | 2,680 | 31 | 114 | 19 | 45 | 64 | 2 | 70 | 32 | | 76 | | | | | | 84 |
| Pitch | 907 | 627 | 28 | 37 | | 73 | 74 | 1 | | | | | | | | | | 67 |
| Resins, gums and balsams | 702 | 500 | | 71 | | | 109 | | | | | | | | | | | 21 |
| Rosin | 3,200 | 355 | 18 | | | 17 | 1,929 | 367 | | 189 | | | | | | | 20 | 13 |
| Rubber | 3,998 | 1,719 | 366 | 525 | 1,233 | 38 | | | | | 24 | | | | | | | |
| Tar | 139 | | | | | 77 | | | | | | | | | | | | |
| Turpentine | 307 | 39 | | | | 35 | 97 | 32 | | 30 | | | | | | | | 74 |
| TEXTILES | | | | | | | | | | | | | | | | | | |
| Bags, cotton | 4,148 | 380 | | 101 | 17 | 300 | 84 | 1,004 | 107 | 595 | 1,254 | 215 | | 70 | | 20 | | |
| Cordage and twine | 2,334 | 1,017 | 23 | 61 | 603 | 44 | | 409 | 71 | 117 | 1 | 8 | | | | 30 | | |
| Linoleum | 8,596 | 1,153 | | 7,268 | 98 | | | | | | | | | | | | 62 | 15 |
| Rugs and carpets | 1,295 | 1,021 | | 134 | 96 | | | | 27 | | | | | | | 17 | | |
| Textiles (not otherwise specified) | 19,111 | 6,776 | 54 | 663 | 2,903 | 209 | 94 | 1,281 | 3,283 | 474 | 2,613 | 551 | | | 28 | 40 | 8 | 125 |
| WOOD AND PAPER | | | | | | | | | | | | | | | | | | |
| Furniture | 1,895 | 256 | 3 | 66 | | | | 256 | 931 | 7 | 368 | | | | | 8 | | |
| Lumber, hardwood | 6,321 | 103 | 113 | | 30 | 1,018 | 596 | 214 | 122 | 1,171 | 46 | 101 | | | | 21 | | 1,835 |
| Lumber (not otherwise specified) | 2,758 | 32 | 125 | | | 1,267 | 56 | 63 | 102 | 944 | 40 | 113 | | | | | | 16 |
| Paper and manufacture | 59,782 | 15,582 | 722 | 20,231 | 5,749 | 4,497 | 3 | 27 | 416 | 977 | 7 | 59 | 1,940 | | 862 | | 2,685 | 6,025 |
| Wood and manufacture | 4,541 | 2,427 | 429 | 429 | 125 | 391 | 22 | 120 | 128 | 181 | 1 | 10 | 220 | | | | 1 | 68 |
| NONMETALLIC MINERALS | | | | | | | | | | | | | | | | | | |
| Asbestos and manufacture | 2,372 | 465 | 63 | 429 | 707 | | | | | | | | 705 | | | | | 3 |
| Asphalt and manufacture | 735 | 584 | | 22 | | 51 | | | | | | 2 | | | | | | 96 |
| Coal and coke | 2,268 | 20 | 2,248 | | | | | | | | | | | | | | | |
| Fuller's earth | 1,556 | | | | | | 1,856 | | | | | | | | | | | |
| Glass and manufacture | 10,510 | 2,422 | 3,884 | 2,143 | | 628 | | | 1,312 | | 68 | 53 | | | | | | |
| Oil, illuminating | 1 | | | | | | | | | | | | | | | | | 1 |
| Oil, lubricating and grease | 34,743 | 20,146 | 1,633 | 6,510 | 56 | 2,390 | | | | | | 261 | | | | | 344 | 3,403 |
| Paraffine wax | 1,781 | 945 | 74 | | | 164 | | | | | | | | | | | | 30 |
| Sand and stone | 6,800 | 81 | 3,464 | 110 | 146 | | | 42 | 15 | 31 | 1 | | | | 2,900 | | | |
| Sulphur | 21,055 | 30 | | | | 255 | | | | | | | | 4,424 | | | | 16,345 |
| Other nonmetallic mineral | 7,485 | 1,175 | 1,732 | 1,529 | 29 | 680 | 281 | 957 | 289 | 81 | 413 | | | | 132 | | | 187 |
| IRON AND STEEL | | | | | | | | | | | | | | | | | | |
| Bars | 4,208 | 332 | 1,466 | 1,907 | | 63 | | | | 440 | | | | | | | | |
| Beams, channels, angles | 7,996 | 253 | 5,985 | 498 | | | | | | 1,260 | | | | | | | | |
| Billets, blooms, ingots | 2,771 | | 298 | 2,307 | | 62 | | | | | | | | | | | 104 | |
| Metal lath | 510 | 27 | 483 | | | | | | | | | | | | | | | |
| Nails | 3,479 | 222 | 2,536 | 464 | 57 | 79 | | | 25 | 96 | | | | | | | | |
| Pig iron | 6,026 | | 2,091 | 337 | | | | | | 3,531 | | | | | | | | |
| Pipe and fittings | 64,412 | 4,069 | 32,339 | 1,568 | 305 | 431 | | 2,532 | 325 | 21,627 | 356 | 109 | | | 67 | 93 | 89 | 47 |
| Plates | 35,556 | 848 | 20,633 | 4,877 | | 65 | | | | 5,255 | 20 | | | | 522 | | 3,653 | |
| Rails and railroad material | 13,666 | 70 | 2,047 | | | | | | | 10,750 | | | | | | | | 17 |
| Sheets | 39,478 | 1,561 | 34,645 | 1,416 | | 320 | | 148 | 681 | 621 | | | | | | | 86 | |
| Structural steel | 74,153 | 1,091 | 4,975 | 45,215 | | 15,017 | | 35 | | 7,191 | | | | | | | 177 | 452 |
| Tinplate | 36,903 | | 36,903 | | | | | | | | | | | | | | | |
| Wire (not otherwise specified) | 41,689 | 9,734 | 9,283 | 13,330 | 1,498 | 130 | | 4 | 31 | | | 27 | | | 26 | | 30 | 7,606 |
| All other | 2,752 | 464 | 1,696 | | | | | | 476 | 49 | | | | | | | | |
| Hardware | 7,200 | 4,057 | 1,761 | 252 | 40 | | | 64 | | 25 | | | | | 100 | | 1 | 24 |
| Other miscellaneous manufacture | 27,013 | 4,816 | 6,253 | 2,954 | 285 | 10,429 | 1 | 38 | 353 | 1,583 | 44 | 49 | | | 103 | | 49 | 56 |
| OTHER METALS | | | | | | | | | | | | | | | | | | |
| Brass, copper, sheets and tubes | 1,692 | 1,564 | 28 | | | | | | | | | | | | | | | |
| Ferro-alloys | 2,461 | 7 | 364 | 205 | | | | | 1,093 | 780 | | | | | | | | 12 |
| Metals (not otherwise specified) | 5,842 | 4,108 | 276 | 619 | 68 | 32 | | | 649 | | | | | | | | | 08 |
| MACHINES AND VEHICLES | | | | | | | | | | | | | | | | | | |
| Auto, parts, accessories | 21,411 | 9,268 | 1,778 | 2,433 | 148 | | | | 61 | 4 | | | | | | 262 | 7,457 | |
| Electrical machinery and goods | 9,495 | 5,878 | 676 | 2,614 | 137 | 35 | | 11 | 35 | 44 | | | | | 2 | | | 63 |
| Machinery and parts | 13,238 | 5,848 | 1,431 | 2,267 | 482 | 2,681 | | 12 | 240 | | 12 | 18 | | | 79 | | | 168 |
| CHEMICALS | | | | | | | | | | | | | | | | | | |
| Fertilizer | 10,377 | 1,781 | 37 | | | 42 | | | | 57 | | | | | | | | 8,460 |
| Lithopone | 2,442 | 316 | | 2,059 | | | | | | | | | | | | | | 67 |
| Paints and pigments | 5,619 | 2,918 | | 1,472 | 98 | 227 | | 3 | 168 | 26 | | 170 | | | | | | 344 |
| Soap | 8,999 | 3,766 | 193 | 818 | 3,034 | 1,050 | | | | | | | | | | | | 24 |
| Soda, ash | 11,035 | 1,650 | 66 | | | | | | 55 | | | | | | 22 | | | 8 |
| Soda, caustic | 1,460 | 1,097 | | 141 | | | | | 130 | | | | | | | | | 92 |
| Drugs and chemicals (not otherwise specified) | 47,900 | 27,668 | 2,325 | 9,341 | 3,491 | 1,062 | 185 | 9 | 1,836 | 119 | 104 | | | | 951 | 30 | 69 | 710 |
| UNCLASSIFIED | 115,844 | 47,057 | 6,332 | 29,180 | 18,545 | 6,118 | 36 | 250 | 3,022 | 1,351 | 266 | 149 | 515 | 32 | 233 | | 30 | 2,728 |
| Eastern cargoes transhipped to northern ports | 34,022 | 15,392 | 3,540 | 2,503 | 1,257 | 1,152 | 1,078 | 1,167 | 1,605 | 3,384 | 896 | 141 | | | 14 | | 260 | 1,633 |
| Totals | 975,223 | 258,128 | 199,231 | 188,149 | 47,597 | 68,530 | 8,341 | 10,239 | 28,118 | 64,046 | 6,821 | 4,617 | 6,577 | 4,484 | 6,879 | 1,572 | 15,143 | 56,751 |

| | | | | | | Noncontiguous exports | | | | |
|--|----------------------------------|--------------|---------------|--------|--------|-----------------------|--------|---------------------------------|--------------------------|---------------|
| San Francisco—to..... | Total tons (2,000 lbs.) | Bel- gium | Other Asia | Africa | Others | Total | Alaska | Ameri- can Samoa, Guam | Hawai- ian Islands | Porto Rico |
| ANIMAL PRODUCTS | | | | | | | | | | |
| Butter, eggs, cheese..... | 1,462 | 4 | 3 | | 3 | 2,922 | 59 | 2 | 2,833 | 38 |
| Canned salmon..... | 12,137 | | | 94 | 39 | 398 | | 17 | 281 | 100 |
| Canned fish (not otherwise specified)..... | 22,210 | 1,42 | 132 | 2,289 | 444 | 1,027 | 8 | 91 | 482 | 446 |
| Hides..... | 3,758 | | 6 | | | | | | | |
| Leather and manufacture..... | 582 | 0 | 5 | | | 579 | 4 | 3 | 572 | |
| Meat, canned or fresh..... | 577 | 6 | 1 | | | 4,276 | 103 | 17 | 4,156 | |
| Milk, canned..... | 10,325 | 9 | 640 | | 163 | 6,050 | 86 | 24 | 4,335 | 1,605 |
| Other animal products..... | 2,129 | 3 | | 6 | | 874 | 27 | 19 | 772 | 56 |
| VEGETABLE FOOD PRODUCTS | | | | | | | | | | |
| Barley..... | 168,768 | 6,2 | | 155 | | 13,258 | | | 13,258 | |
| Flour..... | 14,200 | 7 | 21 | | 2 | 1,303 | 154 | 97 | 870 | 182 |
| Fruit, canned, preserved..... | 125,631 | 1,31 | 440 | 320 | 346 | 2,683 | 51 | 19 | 1,769 | 844 |
| Fruit, dried..... | 174,955 | 6,72 | 668 | 297 | 584 | 1,157 | 11 | | 621 | 525 |
| Fruit, fresh..... | 40,962 | 42 | 249 | 19 | 26 | 4,750 | 21 | 2 | 4,727 | |
| Hay and feed..... | 17,884 | 2,12 | | 2 | 775 | 17,866 | 11 | 3 | 16,838 | 914 |
| Nuts (not otherwise specified)..... | 1,380 | 4 | 1 | | | 159 | | | 152 | 7 |
| Rice..... | 2,967 | | | | | 67,109 | 18 | 1 | 41,183 | 25,907 |
| Vegetable, canned..... | 14,838 | 60 | 308 | 837 | 110 | 3,313 | 67 | 26 | 2,977 | 243 |
| Vegetables, fresh and dried..... | 10,008 | 9 | 11 | 1 | 50 | 19,947 | 106 | 17 | 8,563 | 11,261 |
| Wheat..... | 831 | | | | | 69 | | | 69 | |
| Other foodstuffs..... | 7,760 | 2 | 113 | 32 | 48 | 18,494 | 303 | 272 | 15,584 | 2,325 |
| OTHER VEGETABLE PRODUCTS | | | | | | | | | | |
| Hops..... | 381 | 4 | | | | 36 | | 1 | 28 | 7 |
| Oil, vegetable (nonedible)..... | 700 | 1 | 2 | | | 518 | 38 | 1 | 475 | 4 |
| Resins, gums, balsams..... | 329 | 2 | 1 | | | 124 | 4 | 4 | 116 | |
| Rubber and manufacture..... | 4,268 | 4 | 87 | 77 | 22 | 505 | 2 | 14 | 487 | 2 |
| Other vegetable products..... | 6,423 | 8 | | | | 1,278 | 12 | 5 | 1,233 | 28 |
| TEXTILES | | | | | | | | | | |
| Cotton, manufacture..... | 537 | 4 | 6 | | | 1,286 | 11 | 10 | 1,265 | |
| Cotton, raw..... | 18,133 | | | | | | | | | |
| Linoleum..... | 4,106 | 3 | | 830 | | 326 | 2 | 1 | 323 | |
| Other textiles..... | 1,034 | 0 | 41 | | | 2,478 | 41 | 75 | 2,117 | 245 |
| WOOD AND PAPER | | | | | | | | | | |
| Lumber..... | 74,380 | 34 | 1,806 | 16,238 | 229 | 16,248 | 1,602 | 807 | 13,137 | 642 |
| Paper and manufacture..... | 22,684 | 7 | 415 | 1,085 | 123 | 23,324 | 295 | 11 | 21,586 | 432 |
| Pencil slats..... | 4,144 | 4 | 6 | | | | | | | |
| Shook..... | 1,132 | 5 | | | | 1,589 | | | 1,589 | |
| Wood and manufacture..... | 1,796 | 2 | 25 | 9 | 587 | 870 | 95 | 7 | 754 | 14 |
| NONMETALLIC MINERALS | | | | | | | | | | |
| Asphalt..... | 91,355 | 17 | 7,398 | 4,728 | 22 | 8,189 | 7 | 81 | 7,855 | 246 |
| Bitumen (natural asphalt)..... | 4,861 | 1 | | 81 | | | | | | |
| Brick, clay, tile..... | 3,404 | 40 | 5 | 82 | | 2,300 | 65 | 31 | 2,204 | |
| Cement..... | 4,117 | 1 | 111 | 30 | | 37,642 | 25 | 151 | 37,466 | |
| Mineral spirits..... | 7,659 | 1 | | 30 | | | | | | 1 |
| Oil, gasoline (containers)..... | 19,435 | 3 | 779 | | | 4,223 | 1,429 | 512 | 2,282 | |
| Oil, illuminating (containers)..... | 11,353 | 9 | | | | 533 | 46 | 293 | 194 | |
| Oil, lubricating, grease..... | 79,220 | 43 | 5,779 | 971 | 31 | 9,073 | 195 | 29 | 8,327 | 22 |
| Salt..... | 56,078 | 11 | 1 | | 1 | 2,288 | 296 | 48 | 1,901 | 43 |
| Sulphur..... | 1,039 | 6 | 3 | 311 | 102 | 2 | | | 2 | |
| Nonmetallic mineral (not otherwise specified)..... | 7,116 | 46 | 11 | 758 | | 4,613 | 688 | 1 | 3,735 | 189 |
| IRON AND STEEL | | | | | | | | | | |
| Semi-manufactures: | | | | | | | | | | |
| Scrap..... | 77,974 | 22 | 1,230 | | | 162 | | | 162 | |
| All other..... | 1,556 | 3 | 16 | | | 8,442 | 1,059 | 36 | 7,347 | |
| Steel mill manufactures: | | | | | | | | | | |
| Rails, railroad material..... | 1,163 | 48 | 2 | | | 686 | 2 | | 634 | |
| Structural..... | 587 | 10 | 70 | | | 350 | | | 339 | |
| All other..... | 1,944 | 8 | 34 | 2 | 1 | 5,193 | 104 | 44 | 5,040 | 5 |
| Advanced manufacture..... | 4,147 | 9 | 166 | 22 | 8 | 5,065 | 965 | 31 | 4,067 | 2 |
| NONFERROUS METALS | | | | | | | | | | |
| Lead, pigs and sheets..... | 5,976 | 7 | | | | 464 | 5 | | 453 | 6 |
| Zinc concentrate..... | 432 | | | | | | | | | |
| Zinc sheets, etc..... | 513 | 2 | | 2 | | | | | | |
| Other metals (not otherwise specified)..... | 4,250 | 10 | 8 | | | 1,110 | 9 | 7 | 1,075 | 19 |
| MACHINES AND VEHICLES | | | | | | | | | | |
| Autos, parts and accessories..... | 9,565 | 7 | 336 | 41 | | 4,152 | 6 | 37 | 4,094 | 15 |
| Electrical goods..... | 3,941 | 0 | 365 | 138 | | 2,731 | 20 | 16 | 2,684 | 1 |
| Machinery and parts..... | 6,918 | 8 | 156 | 136 | 103 | 2,539 | 54 | 15 | 2,434 | 36 |
| DRUGS AND CHEMICALS | | | | | | | | | | |
| Drugs and chemicals..... | 9,910 | 4 | 145 | 552 | 7 | 4,528 | 18 | 35 | 4,456 | 19 |
| Explosives (not otherwise specified)..... | 264 | 10 | | | | 231 | 14 | 8 | 209 | |
| Dynamite..... | 2,569 | 15 | | | | 203 | | | 203 | |
| Fertilizers..... | 14,012 | 15 | 1 | 22 | | 5,381 | | | 5,381 | |
| Paints and pigments..... | 6,033 | 18 | 627 | 287 | | 3,685 | 26 | 17 | 3,589 | 83 |
| Soap..... | 789 | 0 | 5 | | | 3,771 | 16 | 7 | 1,956 | 1,792 |
| UNCLASSIFIED | | | | | | | | | | |
| Subtotals..... | 11,124 | 0 | 727 | 2,751 | 87 | 10,248 | 79 | 777 | 9,064 | 328 |
| Subtotals..... | 1,222,225 | 19,97 | 22,965 | 33,155 | 3,914 | 342,149 | 8,259 | 3,722 | 281,534 | 48,634 |
| BULK OIL SHIPMENTS | | | | | | | | | | |
| Crude petroleum..... | 457,583 | | 15,606 | | | 86,335 | 165 | | 86,170 | |
| Gasoline..... | 346,790 | 4 | 13,615 | | | 257,329 | 2,802 | | 254,527 | |
| Gas and fuel..... | 262,165 | 7 | 2,553 | | | 22,995 | | | 22,995 | |
| Illuminating..... | 96,774 | 7 | | | | 84 | | | 84 | |
| Bulk oil totals..... | 1,157,312 | 8 | 31,774 | | | 366,743 | 2,967 | 84 | 363,692 | |
| Grand totals..... | 2,379,537 | 19,945 | 54,739 | 33,155 | 3,914 | 708,892 | 11,226 | 3,806 | 645,226 | 48,634 |

121

| San Francisco—to | Total tons (2,000 lbs.) | Foreign exports | | | | | | | | | | | | | | | | | | | | Noncontiguous exports | | | | | | | | | | | |
|---|-------------------------|-----------------|--------|---------|-------|-------------|--------------------------|-------------|----------------|--------|-------|----------------------------|---------------|--------|-----------|----------------|-------------------------|--------|--------|-----------|-------------|-----------------------|--------------------|------------|--------|--------|--------|--------|----------------------|----------------|------------|--------|---|
| | | Belgium | France | Germany | Italy | Netherlands | Other European countries | Scandinavia | United Kingdom | Canada | Cuba | Central America and Mexico | South America | China | Hong-kong | British Malaya | Netherlands East Indies | India | Japan | Australia | New Zealand | Other Oceania | Philippine Islands | Other Asia | Africa | Others | Total | Alaska | American Samoa, Guam | Hawaii Islands | Porto Rico | | |
| ANIMAL PRODUCTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Butter, eggs, cheese | 1,402 | | | | | | | | | 1 | 1,241 | 16 | 17 | 17 | 6 | 1 | 1 | | | 1 | | 11 | 144 | 3 | | 3 | 2,022 | 59 | | 2 | 2,833 | 38 | |
| Canned salmon | 12,137 | | | | | 252 | 20 | 5 | 10,291 | 6 | 214 | 163 | 19 | 45 | 12 | 53 | 40 | | | 554 | 80 | 22 | 174 | 132 | 94 | 39 | 398 | | | 17 | 481 | 100 | |
| Canned fish (not otherwise specified) | 22,210 | 1,423 | 53 | 229 | 14 | 1,213 | 214 | 11 | 4,988 | 13 | 1,362 | 1,905 | 123 | 171 | 296 | 181 | 336 | | 3,711 | 314 | 55 | 357 | 5,462 | 444 | 2,289 | 1,027 | 8 | | 91 | 282 | 446 | | |
| Hides | 3,758 | 2 | | 6 | 15 | | | | | | | | | | | | | 9 | 49 | 5 | 5 | 4 | 370 | 6 | | | 579 | 4 | | 3 | 572 | | |
| Leather and manufacture | 682 | | | | | | | | | 10 | | | | | | | | 9 | 4 | 4 | 5 | 11 | 466 | 1 | | | 4,270 | 103 | | 17 | 4,156 | | |
| Meat, canned or fresh | 577 | | | | | | | | | 3 | 5 | 1,153 | 495 | 721 | 477 | 421 | 462 | 68 | 40 | 79 | 59 | 5,539 | 640 | | 163 | 6,050 | 86 | | 24 | 4,335 | 1,005 | | |
| Milk, canned | 10,325 | | | | | | | | | 32 | 554 | 120 | 252 | 163 | 28 | 1 | | | 91 | 168 | 52 | 7 | 203 | | 6 | 874 | | | 19 | 772 | 56 | | |
| Other animal products | 2,129 | 1 | | 102 | | 81 | 95 | 84 | 37 | | | | | | | | | | | | | | | | | | | | | | | | |
| VEGETABLE FOOD PRODUCTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Barley | 108,768 | 6,238 | | | | | | 114 | 162,225 | | 1 | | | 15 | | | | 2 | 20 | | | 4 | 87 | 21 | 155 | | 13,258 | | | | 13,258 | | |
| Flour | 14,200 | | | | | | | | | 40 | 1,542 | 12,311 | 165 | 2 | | | | | 20 | | | 26 | 801 | 440 | 320 | 340 | 1,308 | 154 | | 97 | 1,770 | 182 | |
| Fruit, canned, preserved | 123,631 | 1,354 | 2,300 | 2,191 | 109 | 1,439 | 571 | 1,290 | 109,587 | 93 | 1,069 | 413 | 235 | 358 | 341 | 288 | 735 | 1,089 | 171 | 17 | 48 | 33 | 732 | 668 | 297 | 584 | 2,683 | 11 | | 1 | 879 | 843 | |
| Fruit, dried | 174,955 | 6,752 | 32,450 | 12,865 | 110 | 14,326 | 11,340 | 22,916 | 54,374 | 3,272 | 499 | 435 | 4,350 | 2,916 | 1,361 | 326 | 338 | 277 | 1,151 | 22 | 2,562 | 33 | 732 | 668 | 297 | 584 | 1,157 | 11 | | 1 | 1,770 | 843 | |
| Fruit, fresh | 40,962 | 411 | 941 | 59 | 324 | 1,416 | 340 | 1,335 | 22,563 | 430 | 82 | 2,295 | 250 | 606 | 1,560 | 1,827 | 742 | 1,697 | 37 | 94 | 1,884 | 114 | 2,102 | 249 | 19 | 26 | 4,750 | 21 | | 2 | 4,727 | | |
| Hay and feed | 17,884 | 2,112 | 327 | 3,004 | | 3,475 | 986 | 1,283 | 4,227 | 389 | 26 | 360 | 1 | 73 | 11 | 239 | 2 | 1 | 35 | 1 | 18 | 8 | 222 | 2 | 775 | 17,866 | 11 | | 3 | 16,838 | 914 | | |
| Nuts (not otherwise specified) | 1,380 | 21 | 12 | 34 | | 712 | 282 | 38 | 80 | 1 | 17 | 15 | 11 | 14 | 18 | 6 | 3 | 1 | 29 | 1 | 7 | 30 | 1 | 1 | | 159 | 18 | | 1 | 132 | 7 | | |
| Rice | 2,967 | 89 | | 43 | | 185 | | 292 | 1,717 | 132 | 401 | 162 | 451 | 302 | 295 | 400 | 332 | 603 | 465 | 119 | 74 | 1,250 | 308 | 837 | 110 | 3,313 | 67 | | 26 | 2,977 | 243 | | |
| Vegetables, canned | 14,338 | 665 | 3,968 | 181 | 16 | 176 | 430 | 457 | 2,563 | 5 | 313 | 3,867 | 2,749 | 24 | 93 | 126 | 111 | 13 | 3 | 56 | 159 | 1,434 | 468 | 989 | 11 | 1 | 19,947 | 106 | | 17 | 8,503 | 11,261 | |
| Vegetables, fresh and dried | 10,005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wheat | 831 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Other foodstuffs | 7,760 | 40 | 53 | 49 | 123 | 40 | 15 | 69 | 566 | 184 | 225 | 509 | 59 | 531 | 524 | 121 | 88 | 77 | 564 | 105 | 232 | 261 | 3,132 | 113 | 32 | 48 | 18,484 | 303 | | 272 | 15,584 | 2,325 | |
| OTHER VEGETABLE PRODUCTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hops | 381 | 7 | 6 | 1 | | 3 | | 1 | 260 | | | | 1 | 68 | 1 | | | 6 | 24 | | | 4 | | | | | 36 | | | 1 | 28 | 7 | |
| Oil, vegetable (nonedible) | 700 | | | | | | | | | | | | 559 | 26 | | | | | 12 | | | 13 | 11 | 2 | | | 518 | 38 | | 1 | 475 | 4 | |
| Resins, gums, balsams | 329 | | | | | | | | | | | | 24 | | 1 | | | 55 | | | | | | | | | 124 | 4 | | 4 | 118 | | |
| Rubber and manufacture | 4,268 | | | | | | 236 | 9 | 3 | 3 | | 181 | 1,061 | 2,101 | 7 | | | 25 | 86 | 36 | 32 | 8 | 234 | 87 | 77 | 22 | 505 | 2 | | 14 | 457 | 2 | |
| Other vegetable products | 6,423 | 9 | 188 | 190 | | 13 | 2,670 | 10 | 123 | 178 | 1 | 19 | 502 | 333 | 151 | 10 | 9 | 7 | 523 | 80 | 77 | 37 | 1,288 | | | | 1,278 | 12 | | 5 | 1,233 | 28 | |
| TEXTILES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cotton, manufacture | 637 | | | | | | | | | 31 | | | 24 | 10 | 11 | 4 | 8 | 4 | 179 | 29 | 5 | 37 | 174 | 6 | | | 1,286 | 11 | | 10 | 1,205 | | |
| Cotton, raw | 18,133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Linoleum | 4,106 | 7 | | 58 | | | 48 | 26 | 1,555 | | | 48 | 2 | 62 | | | | 1,101 | 15,366 | 53 | | 311 | 15 | 13 | | 830 | 326 | 2 | | 1 | 323 | | |
| Other textiles | 1,034 | 9 | | 23 | 10 | 1 | 2 | | 953 | 6 | 8 | | 55 | 41 | 11 | 3 | | 23 | 3 | 1,545 | 6 | 125 | 490 | 41 | | | 2,478 | 41 | | 75 | 2,117 | 245 | |
| WOOD AND PAPER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lumber | 74,380 | 374 | 1,375 | 1,874 | 043 | 428 | 72 | 13 | 8,336 | 153 | 222 | 3,876 | 9,739 | 11 | 12 | | 4 | 74 | 67 | 25,140 | 2,662 | 948 | 84 | 1,806 | 16,238 | 229 | 16,248 | 1,602 | | 807 | 13,197 | 642 | |
| Paper and manufacture | 22,684 | | 0 | 7 | | | 4 | | 14 | 177 | 2,724 | 1,449 | 1,736 | 3,538 | 1,275 | 43 | 139 | 74 | 423 | 1,277 | 4,220 | 125 | 3,887 | 41 | 1,033 | 123 | 22,324 | 295 | | 11 | 21,586 | 432 | |
| Pencil slats | 4,144 | 6 | 591 | 1,212 | 215 | | 305 | 47 | 646 | 8 | | 2 | 24 | 83 | 32 | | | 5 | 694 | 23 | | 4 | 6 | | | | | | | | | | |
| Shook | 1,132 | 30 | | 1 | 71 | | | | 8 | 1 | 596 | 12 | 164 | | | | | 71 | 10 | 287 | 17 | 9 | 15 | | | | 1,589 | | | | 1,589 | | |
| Wood and manufacture | 1,796 | 6 | 15 | | 18 | | 4 | 1 | 190 | 177 | | 320 | 93 | 6 | 2 | 11 | | 8 | 42 | 105 | 32 | 13 | 122 | 25 | 9 | 587 | 870 | 95 | | 7 | 754 | 14 | |
| NONMETALLIC MINERALS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Asphalt | 91,355 | | | | | | | 20 | 269 | 428 | | 2,019 | 1,468 | 4,770 | 1,925 | 9,182 | 12,414 | 14,962 | 1,653 | 19,432 | 3,816 | 12 | 6,837 | 7,398 | 4,728 | 22 | 8,180 | 7 | | 81 | 7,855 | 246 | |
| Bitumen (natural asphalt) | 4,861 | 127 | 709 | 1,208 | 78 | 79 | 218 | 54 | 616 | 2 | | 573 | 143 | 60 | | | | 53 | 578 | 188 | 34 | | | | | | | | | | | | |
| Brick, clay, tile | 3,404 | | 28 | | | 168 | | | 58 | 88 | | 128 | 2,336 | 2 | | | | 34 | 1 | 198 | 15 | | 160 | 6 | 83 | | | | | | | | |
| Cement | 4,175 | | | | | | | | | 2,028 | | 861 | 19 | | | | | 10 | 24 | | | 108 | 21 | 111 | 30 | | 37,642 | 25 | | 81 | 37,400 | | |
| Mineral spirits | 7,650 | | | | | | | | | 62 | | 46 | 9 | 37 | | | | | | | | | | | | | | 30 | | | | | |
| Oil, gasoline (containers) | 19,435 | | | | | | | | | 134 | | 2,517 | 120 | 140 | 2,038 | 10 | | 281 | 20 | 2,655 | 533 | 2,835 | 7,737 | 779 | | 4,223 | 1,420 | | 51 | 2,282 | | | |
| Oil, illuminating (containers) | 11,393 | | | | | | | | | 45 | | 1,004 | | | 4 | 423 | 390 | | | 4,264 | 117 | 1,587 | 3,559 | | | | 533 | 40 | | 293 | 194 | | |
| Oil, lubricating, grease | 79,220 | | 9 | 1 | | 1 | | | 1,906 | 1,883 | | 916 | 398 | 12,437 | 3,483 | 2,400 | 2,699 | 4,862 | 16,679 | 20,198 | 543 | 221 | 3,803 | 5,779 | 971 | 31 | 9,073 | 165 | | 29 | 8,827 | | |
| Salt | 66,078 | | | | | | | | 8,408 | 231 | | 25 | 25 | 11 | 21 | | | | 46,136 | 963 | 238 | 160 | 161 | 1 | | | 2,286 | 26 | | 48 | 2 | 43 | |
| Sulphur | 1,039 | | | | | | | | | | | 13 | 12 | | | | | | | | | | | | | | | | | | | | |
| Nonmetallic mineral (not otherwise specified) | 7,116 | | 4 | 6 | 8 | | 5 | | 186 | 415 | 6 | 454 | 726 | 466 | 1,732 | 203 | 225 | 40 | 90 | 126 | 69 | 30 | 1,556 | 11 | 758 | | 4,613 | 688 | | 1 | 3,735 | 189 | |
| IRON AND STEEL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Semi-manufactures: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scrap | 77,074 | | | | | 3,133 | | | 2,370 | 2,475 | | | | | 2,322 | 279 | | | 66,143 | | | 22 | 1,230 | | | | 162 | | | | 162 | | |
| All other | 1,956 | | | | | | | | 105 | | | 56 | 40 | 68 | 13 | | 1 | | 54 | 46 | | 74 | 1,483 | 16 | | | 8,442 | 1,059 | | 30 | 7,347 | | |
| Steel mill manufactures: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rails, railroad material | 1,103 | | | | | | | | | | | 17 | 86 | 89 | | | | | 1 | | | | | | | | 686 | | | | 686 | | |
| Structural | 544 | | | | | | | | | | | 63 | 108 | 131 | | | | | 70 | 70 | | | | | | | 859 | | | | 859 | | |
| All other | 1,094 | | | | | | | | | | | 86 | 205 | 47 | 199 | 96 | 218 | 98 | 4 | 47 | 57 | 63 | 160 | 618 | 34 | 2 | 1 | 5,193 | 104 | | 44 | 5,040 | 5 |
| Advanced manufacture | 4,147 | 2 | 52 | | | 3 | 27 | 41 | | 120 | 6 | 195 | 114 | 668 | 205 | 58 | 66 | 31 | 129 | 937 | 161 | 157 | 970 | 160 | 22 | 8 | 5,065 | 965 | | 31 | 4, | | |

| San Francisco—to | Jacksonville | Savannah | Tampa | Beaumont, Texas | All other ports |
|--|--------------|----------|-------|--------------------|--------------------|
| ANIMAL PRODUCTS | | | | | |
| Canned salmon | 128 | | | | 95 |
| Canned fish (not otherwise specified) | 2 230 | 309 | 41 | | 250 |
| Casins | | 20 | | | 16 |
| Eggs | | | | | |
| Feathers | | | | | |
| Fish meal | 1,792 | 958 | | | 5102 |
| Fish oil | | | | | 692 |
| Glue | | | | | |
| Hides | | | | | |
| Milk, powdered | 9 593 | | 118 | | 54 |
| Poultry | | | | | |
| Skins | | | | | 338 |
| Tallow | 6 65 | | | | |
| Other animal products | | | 40 | | 66 |
| VEGETABLE FOOD PRODUCTS | | | | | |
| Beans | 3 2,779 | 1,517 | 544 | 367 | 3,362 |
| Canned goods (not otherwise specified) | 3 4,737 | 1,252 | 2,984 | 464 | 22,338 |
| Cassia | | | | | |
| Cocanut, desiccated | 4 61 | 229 | 59 | 26 | |
| Coffee | | | | | |
| Flour | 4 | 25 | | | 215 |
| Fruit, canned | 4 1,916 | 483 | 257 | | 441 |
| Pineapple, canned | 1 2,147 | 919 | 1,059 | 235 | 3,503 |
| Fruit, dried | 1 2,517 | 524 | 933 | 108 | 8,003 |
| Raisins | 1 46 | 7 | 130 | 35 | 1,784 |
| Fresh pears | | | | | |
| Fresh fruit (not otherwise specified) | 0 | | | | |
| Hay and feed | 3 2,354 | 1,931 | 1,557 | | 6,499 |
| Nuts (not otherwise specified) | | | | | 20 |
| Almonds | 1 | | | | 7 |
| Rice | 7 51 | 757 | 101 | | 595 |
| Sugar | 6 | | | 1,660 | 9,969 |
| Tea | 2 | | | | 2 |
| Vegetables, canned | 6 769 | 221 | 46 | | 475 |
| Vegetables, fresh and dried | 2 99 | 34 | | | 681 |
| Wine | 0 58 | | 198 | 43 | 741 |
| Foodstuffs (not otherwise specified) | 7 763 | 132 | 42 | 19 | 933 |
| OTHER VEGETABLE PRODUCTS | | | | | |
| Cigars and tobacco | 1 11 | 1 | | | |
| Fibre, manufactured | 0 | | | | |
| Fibre, unmanufactured | 0 | | | | |
| Hops | | | | | |
| Oil seeds | 5 40 | | 33 | | 25 |
| Oil, vegetable (not otherwise specified) | 3 | | | | 20 |
| Oil, wood | 3 7 | | 1 | | |
| Resins, gums, balsam | | | | | |
| Rubber | 5 2 | | | | |
| Other vegetable products | 0 21 | 19 | 9 | | 135 |
| TEXTILES | | | | | |
| Asphalted felt | | | | | 557 |
| Bags, hurlap | 5 22 | 22 | 30 | | 18 |
| Cotton, raw | 1 56 | | | | |
| Floor covering (not otherwise specified) | 0 25 | 103 | | | 400 |
| Rags | 0 107 | 6 | 3 | | 5 |
| Silk, manufactured | | | | | |
| Silk, raw | | | | | |
| Silk, waste | | | | | |
| Twine and cordage | 2 | | 1 | | 3 |
| Wool | | | | | 74 |
| Textiles (not otherwise specified) | 0 | 45 | | | |
| WOOD AND PAPER | | | | | |
| Lumber, fir | | | | | 240 |
| Lumber, pine | | 57 | 26 | 18 | 2,084 |
| Lumber, redwood | | | | 26 | 913 |
| Lumber (not otherwise specified) | 9 | | 91 | | 2387 |
| Paper and manufacture | 1 10 | | 145 | 74 | 530 |
| Pencil slats | | | | | 76 |
| Shook | | | 80 | | |
| Wood manufacture | 8 83 | 55 | 9 | | 60 |
| NONMETALLIC MINERALS | | | | | |
| Asphalt | 4 | | | | 26 |
| Charcoal | | | | | 3 |
| China and earthenware | 0 3 | 1 | | 1 | 10 |
| Magnesite | | | | | |
| Oil, gas (not gasoline) | | | | | |
| Oil, gasoline and naphtha | | | | | |
| Oil, illuminating | | | | | 10,640 |
| Oil, lubricating and grease | | | | | 1,382 |
| Oil, fuel | | | | | |
| Other nonmetallic mineral | 1 40 | 49 | 29 | | 196 |
| METALS AND MANUFACTURE | | | | | |
| Copper | | | | | |
| Iron, miscellaneous manufacture | 2 178 | | 55 | | 937 |
| Quicksilver | | | | | |
| Tin | | 28 | | | |
| Other metals | | | | | 206 |
| MACHINERY AND VEHICLES | | | | | |
| Autos, electrical goods and machinery | 6 16 | 1 | 6 | | 175 |
| DRUGS AND CHEMICALS | | | | | |
| Drugs and chemicals | 2 242 | 123 | 163 | 52 | 2,551 |
| Paints and pigments | 1 | | | | 160 |
| Pyrethrum flower | | | | | |
| UNCLASSIFIED | 7 218 | 239 | 14 | 30 | 479 |
| Totals | 8 22,143 | 10,232 | 8,746 | 3,114 | 90,473 |

| San Francisco to | Total tons (2,000 lbs.) | New York | Baltimore | Philadelphia | Boston | New Orleans | Mobile | Providence | Charleston | Portland, Maine | Norfolk | Galveston | Houston | Jacksonville | Savannah | Tampa | Beaumont, Texas | All other ports |
|--|----------------------------|----------|-----------|--------------|---------|-------------|--------|------------|------------|--------------------|---------|-----------|---------|--------------|----------|-------|--------------------|--------------------|
| ANIMAL PRODUCTS | | | | | | | | | | | | | | | | | | |
| Canned salmon | 1,306 | 722 | 75 | 83 | | 108 | 71 | | 24 | | | | | 128 | | | | 95 |
| Canned fish (not otherwise specified) | 4,916 | 1,378 | 557 | 604 | 283 | 287 | 266 | 177 | 183 | 34 | 185 | | 132 | 230 | 309 | 41 | | 250 |
| Caseln | 1,877 | 433 | 10 | 242 | 663 | 19 | | | | 382 | 92 | | | | 20 | | | 16 |
| Eggs | 623 | 623 | | | | | | | | | | | | | | | | |
| Feathers | 256 | 253 | 3 | | | | | | | | | | | | | | | |
| Fish meal | 15,124 | 1,371 | 1,008 | 1,131 | 1,026 | 4 | | | 2,530 | | 202 | | | 1,792 | 958 | | | 5102 |
| Fish oil | 751 | 38 | | | | | | | | | 21 | | | | | | | 692 |
| Glue | 2,594 | 1,331 | | 171 | 773 | 61 | | | | | 238 | | | | | | | |
| Hides | 5,985 | 4,393 | 142 | 578 | 655 | | | | 152 | | 65 | | | | | | | |
| Milk, powdered | 4,507 | 1,208 | 511 | 446 | 600 | 298 | 110 | | 97 | 102 | 171 | | 169 | 593 | | 118 | | 54 |
| Poultry | 3,053 | 263 | | | | | | | | | | | | | | | | |
| Skins | 1,416 | 263 | | 219 | 596 | | | | | | | | 46 | 65 | | | | 338 |
| Tallow | 4,523 | 981 | 165 | 654 | 2,302 | 310 | | | | | | | | | | 40 | | |
| Other animal products | 2,964 | 1,294 | 104 | 717 | 580 | 2 | | | | 22 | 139 | | | | | | | |
| VEGETABLE FOOD PRODUCTS | | | | | | | | | | | | | | | | | | |
| Beans | 38,608 | 4,069 | 1,210 | 1,241 | 3,868 | 3,278 | 3,527 | 506 | 1,969 | 2,695 | 4,076 | 37 | 3,563 | 2,779 | 1,517 | 544 | 367 | 3,362 |
| Canned goods (not otherwise specified) | 345,773 | 126,463 | 27,041 | 65,372 | 33,309 | 19,024 | 4,350 | 3,583 | 6,568 | 2,383 | 13,148 | 164 | 12,563 | 4,737 | 1,252 | 2,984 | 464 | 22,338 |
| Cassia | 300 | 175 | 70 | 22 | 15 | 18 | | | | | | | | | | | | |
| Cocunut, desiccated | 23,120 | 17,650 | 398 | 1,352 | 1,107 | 587 | | | | | | | | | | | | |
| Coffee | 810 | 70 | 18 | 70 | 23 | | 256 | | 196 | | 605 | | | 54 | 61 | 229 | 59 | 26 |
| Flour | 6,639 | 338 | 147 | 408 | 75 | | 11 | 11 | 2,906 | 30 | 2,469 | | | | | | | |
| Fruit, canned | 17,420 | 11,514 | 684 | 1,149 | 271 | 260 | 78 | | 106 | | 168 | | | 4 | | 25 | | 215 |
| Pineapple, canned | 20,481 | 2,841 | 2,686 | 580 | 326 | 2,332 | 1,174 | 7 | 54 | 63 | 397 | | | 93 | 1,016 | 483 | 257 | 441 |
| Fruit, dried | 135,452 | 71,196 | 12,492 | 12,466 | 9,969 | 3,139 | 1,284 | 598 | 1,596 | 1,254 | 4,462 | 20 | 2,121 | 2,147 | 919 | 1,050 | 235 | 3,503 |
| Raisins | 41,593 | 21,073 | 66 | 7,199 | 7,296 | 933 | 315 | 477 | 660 | 40 | 1,031 | | 4,861 | 2,517 | 524 | 933 | 108 | 8,003 |
| Fresh pears | 4,470 | | | | | | | | | | | | | | | | | |
| Fresh fruit (not otherwise specified) | 711 | 531 | 104 | 6 | 24 | 5 | 21 | | | | | | | | | | | |
| Hay and feed | 36,176 | 5,385 | 3,003 | 5,356 | 5,404 | 559 | 1,017 | 885 | 365 | 694 | 884 | | 283 | 2,354 | 1,931 | 1,557 | | 6,499 |
| Honey | 1,166 | 809 | 76 | 102 | | | | | | | 159 | | | | | | | 20 |
| Nuts (not otherwise specified) | 837 | 479 | 25 | 6 | 300 | 27 | | | | | | | | 1 | | | | 7 |
| Almonds | 4,663 | 3,991 | 70 | 296 | 228 | 16 | | | | | 54 | | | | | | | |
| Rice | 7,538 | 970 | 1,903 | 548 | 196 | 252 | | 21 | 1,319 | | 268 | | | 557 | 51 | 757 | 101 | 595 |
| Sugar | 332,788 | 77,135 | 54,005 | 37,208 | 2,442 | 114,667 | | | | | 196 | | 35,476 | | | | 1,060 | 9,969 |
| Tea | 110 | 26 | 10 | 26 | 10 | | | | | | | | | | | | | 2 |
| Vegetables, canned | 8,946 | 2,734 | 252 | 3,966 | 18 | 293 | 29 | | 41 | | | | 102 | 769 | 221 | 46 | | 475 |
| Vegetables, fresh and dried | 2,308 | 325 | 93 | 912 | 29 | 15 | | | 34 | | 72 | | 2 | 99 | 34 | 12 | | 681 |
| Wine | 21,777 | 16,519 | 485 | 888 | 2,038 | 610 | | 84 | 33 | | | | 80 | 58 | | 198 | 43 | 741 |
| Foodstuffs (not otherwise specified) | 17,879 | 11,633 | 981 | 737 | 585 | 885 | 209 | 73 | 105 | | 265 | | 517 | 763 | 132 | 42 | 19 | 933 |
| OTHER VEGETABLE PRODUCTS | | | | | | | | | | | | | | | | | | |
| Cigars and tobacco | 1,114 | 376 | 190 | 12 | 15 | 116 | | | 24 | | 368 | | 1 | 11 | 1 | | | |
| Fibre, manufactured | 91 | 60 | | 2 | 27 | 2 | | | | | | | | | | | | |
| Fibre, unmanufactured | 2,744 | 1,745 | | 29 | 232 | 696 | 8 | | | | 4 | | 30 | | | | | |
| Hops | 646 | | 13 | 574 | 59 | | | | | | | | | | | | | |
| Oil seeds | 1,790 | 738 | 95 | 225 | 11 | 261 | | | | | | | | | | | | 25 |
| Oil, vegetable (not otherwise specified) | 2,751 | 2,467 | 33 | 145 | | 24 | | | | | | | | | | | | |
| Oil, wood | 530 | 352 | | 49 | 20 | 9 | 2 | | | | 55 | | | | | | | 20 |
| Resins, gums, balsam | 616 | 816 | | 19 | | 81 | | | | | | | | | | | | |
| Rubber | 1,882 | 544 | 57 | 5 | 23 | | 739 | | | | 7 | | | 5 | | 2 | | |
| Other vegetable products | 3,642 | 1,881 | 262 | 658 | 42 | 295 | 1 | | | | 199 | | 120 | 21 | 19 | 9 | | 135 |
| TEXTILES | | | | | | | | | | | | | | | | | | |
| Asphalted felt | 1,730 | 1,173 | | | | 17 | 26 | | | 21 | | 32 | 165 | 22 | 22 | 30 | | 557 |
| Bags, burlap | 341 | 17 | 31 | | | | | | | | | | | | | | | 18 |
| Cotton, raw | 560 | 91 | | | 268 | | | 51 | 38 | | 52 | | 4 | | 56 | | | |
| Floor covering (not otherwise specified) | 12,042 | 9,997 | 338 | 529 | 12 | 88 | | | 52 | | 235 | | 260 | 25 | 103 | 3 | | 400 |
| Rags | 2,353 | 348 | 712 | 82 | 333 | 51 | 17 | | | | 142 | | 550 | 107 | 6 | | | 5 |
| Silk, manufactured | 10 | | | | | | | | | | | | | | | | | |
| Silk, raw | 4,446 | 4,398 | | 10 | 38 | | | | | | | | | | | | | |
| Silk, waste | 303 | 132 | | 9 | 142 | | 20 | | | | | | | | | | | |
| Twine and cordage | 1,066 | 549 | | 61 | 139 | 34 | | | | | 7 | | | | | 1 | | 3 |
| Wool | 21,147 | 3,082 | 3 | 601 | 17,299 | 7 | | 81 | | | | | 272 | | | | | 74 |
| Textiles (not otherwise specified) | 2,776 | 1,243 | 52 | 44 | 2 | 157 | | | 140 | | 923 | | 170 | | 45 | | | |
| WOOD AND PAPER | | | | | | | | | | | | | | | | | | |
| Lumber, fir | 1,313 | 795 | 76 | 143 | | | | | 37 | | 22 | | | | | | | 240 |
| Lumber, pine | 7,916 | 4,408 | 337 | 942 | | 6 | 3 | | | | 35 | | | | 57 | 26 | 18 | 2,044 |
| Lumber, redwood | 7,497 | 3,899 | 723 | 467 | 24 | 1,439 | | | | | | | | | | 20 | | 913 |
| Lumber (not otherwise specified) | 10,901 | 6,345 | 274 | 909 | 88 | 222 | 25 | | 47 | | 400 | | 39 | 91 | | 74 | | 2387 |
| Paper and manufacture | 4,798 | 1,200 | 347 | 233 | 2,151 | 26 | | | 80 | 5 | 57 | | 11 | 10 | | 148 | | 530 |
| Pencil slats | 3,078 | 2,917 | | 85 | | | | | | | | | | | | | | 76 |
| Sbook | 847 | 411 | 73 | 259 | | 24 | | | | | | | | | | 80 | | |
| Wood manufacture | 1,620 | 982 | 17 | 184 | 55 | 48 | 38 | 6 | 8 | 2 | 54 | | 28 | 83 | 55 | 9 | | 60 |
| NONMETALLIC MINERALS | | | | | | | | | | | | | | | | | | |
| Asphalt | 92,140 | 330 | 47,085 | | | 5 | | 44,674 | | | | | | | | | | 26 |
| Charcoal | 425 | 187 | | 219 | | 13 | | | | | | | 14 | | | | | 3 |
| China and earthenware | 570 | 55 | | 28 | | 295 | 3 | | 8 | | 3 | | | | | | | 10 |
| Magnesite | 8,426 | 2,490 | 701 | 5,217 | 11 | | | | | | 1 | | 170 | 3 | | 1 | | |
| Oil, gas (not gasoline) | 4 | | | | | 4 | | | | | | | | | | | | |
| Oil, gasoline and naphtha | 25 | | | | | | | | | | | | | | | | | |
| Oil, illuminating | 38,770 | 20,184 | | | 7,952 | | | | | | | | | | | | | 10,640 |
| Oil, lubricating and grease | 5,165 | 3,715 | | 68 | | | | | | | | | | | | | | 1,382 |
| Oil, fuel | 13,273 | 13,273 | | | | | | | | | | | | | | | | |
| Other nonmetallic mineral | 1,645 | 980 | 48 | 220 | 23 | 13 | 44 | | | 1 | 1 | | 1 | 40 | 40 | 29 | | 196 |
| METALS AND MANUFACTURE | | | | | | | | | | | | | | | | | | |
| Copper | 59,846 | 2,805 | 57,041 | | | | | | | | | | | | | | | |
| Iron, miscellaneous manufacture | 7,335 | 2,136 | 2,233 | 1,242 | 153 | 110 | 1 | | 13 | | 175 | | 102 | 178 | | 55 | | 937 |
| Quicksilver | 216 | 216 | | | | | | | | | | | | | | | | |
| Tin | 3,729 | 3,599 | 102 | | | | | | | | | | | | | | | |
| Other metals | 2,604 | 1,899 | 106 | 272 | | 18 | 1 | | | | 102 | | | | 28 | | | 206 |
| MACHINERY AND VEHICLES | | | | | | | | | | | | | | | | | | |
| Autos, electrical goods and machinery | 1,519 | 609 | 102 | 232 | 80 | 152 | 5 | 23 | 6 | | 96 | | 16 | 16 | 1 | 6 | | 175 |
| DRUGS AND CHEMICALS | | | | | | | | | | | | | | | | | | |
| Drugs and chemicals | 29,066 | 8,105 | 3,109 | 5,071 | 1,156 | 6,836 | 243 | 95 | 260 | 96 | 239 | 13 | 712 | 242 | 123 | 163 | 52 | 2,551 |
| Paints and pigments | 1,373 | 956 | | 110 | | 35 | 45 | | | | 16 | | 51 | | | | | 160 |
| Pyrethrum flower | 453 | 264 | 69 | | | 120 | | | | | | | | | | | | |
| UNCLASSIFIED | 16,802 | 10,513 | 888 | 1,747 | 830 | 538 | 135 | 13 | 255 | 49 | 567 | | 257 | 218 | 239 | 14 | 30 | 479 |
| Totals | 1,502,717 | 521,815 | 223,501 | 154,782 | 106,190 | 159,859 | 14,074 | 51,365 | 19,936 | 7,933 | 33,153 | 273 | 65,118 | 22,143 | 10,232 | 8,746 | 3,114 | 90,473 |

| | Philippine Islands | South America | Scandinavia | United Kingdom | All other countries |
|------------------------|-----------------------|------------------|-------------|-------------------|------------------------|
| Burlaps..... | | | | | |
| Cotton, raw..... | | | | | |
| Silk, raw..... | | | | | |
| Wool..... | | | | | |
| Other merchandise..... | | | | | |
| Totals..... | 10,156 | 1,355 | 150 | 91 | 136 |

| From— | | East Indies | India | Japan | Oceania | Philippine Islands | All other countries |
|---------------------------------------|---|----------------|-------|-------|---------|-----------------------|------------------------|
| Canada..... | 1 | 19 | 3 | | 33 | 49 | 273 |
| Central America, Mexico and Cuba..... | 3 | | | 72 | 53 | 152 | 2 |
| South America..... | 8 | 497 | 4 | 25 | 1,136 | 791 | 167 |
| Europe..... | 1 | | | | 219 | 1 | |
| China..... | 1 | | | 60 | 2 | | 88 |
| East Indies..... | 1 | 5 | | | | | |
| India..... | | | | | | | |
| Japan..... | | | | 2 | 598 | | 239 |
| Oceania..... | 8 | | | | 21 | | 82 |
| Philippine Islands..... | | | | | | 2 | 4 |
| United Kingdom..... | | | | | | 8 | 27 |
| Other countries..... | | | | 2 | 156 | | 64 |
| Totals..... | 1 | 521 | 7 | 161 | 2,218 | 1,003 | 946 |

IMMEDIATE TRANSPORTATION SHIPMENTS—1935
(Foreign Imports en route to other United States Custom House Districts)

123

| | Total tons (2,000 lbs.) | Asia | Canada | Central America, Mexico and Cuba | China | Europe | East Indies | India | Japan | Oceania | Philippine Islands | South America | Scandinavia | United Kingdom | All other countries |
|-------------------|----------------------------|-------|--------|---|--------|--------|-------------|-------|--------|---------|-----------------------|------------------|-------------|-------------------|------------------------|
| Burlap | 263 | | | | 40 | | | 223 | | | | | | | |
| Cotton, raw | 281 | | | | 281 | | | | | | | | | | |
| Silk, raw | 3,674 | | 29 | | 123 | | | | 3,522 | | | | | | |
| Wool | 3,045 | 427 | | | 54 | | | | | 2,548 | | | | | |
| Other merchandise | 44,082 | 1,456 | 87 | 736 | 9,960 | 745 | 1,984 | 363 | 11,538 | 5,325 | 10,156 | 1,355 | 150 | 91 | 136 |
| Totals | 51,345 | 1,883 | 116 | 736 | 10,458 | 745 | 1,984 | 595 | 15,007 | 7,873 | 10,156 | 1,355 | 150 | 91 | 136 |

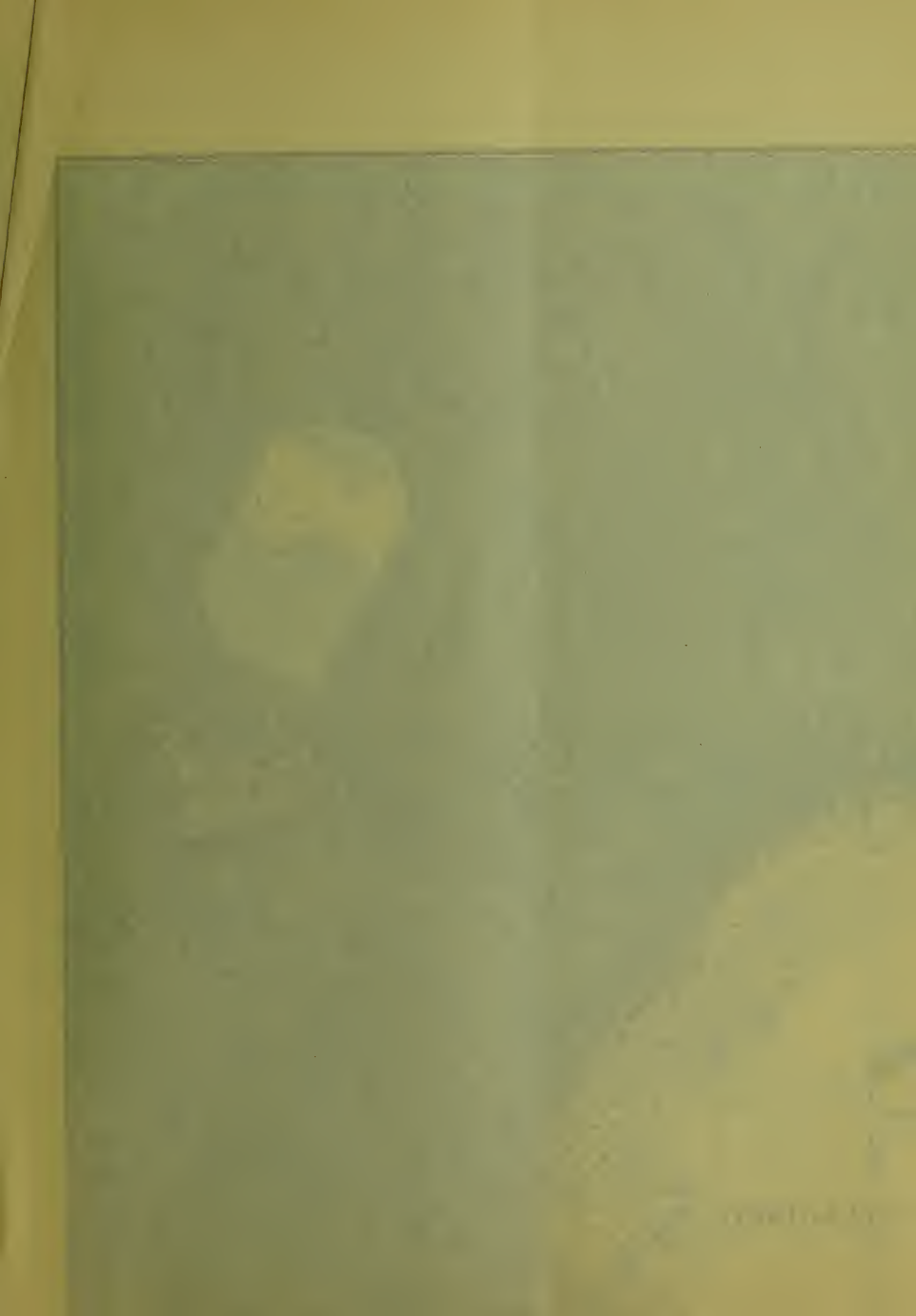
DIRECT EXPORTS AND TRANSPORTATION AND EXPORTATION SHIPMENTS—1935
(Passing through the Port of San Francisco from one Foreign Country to another)

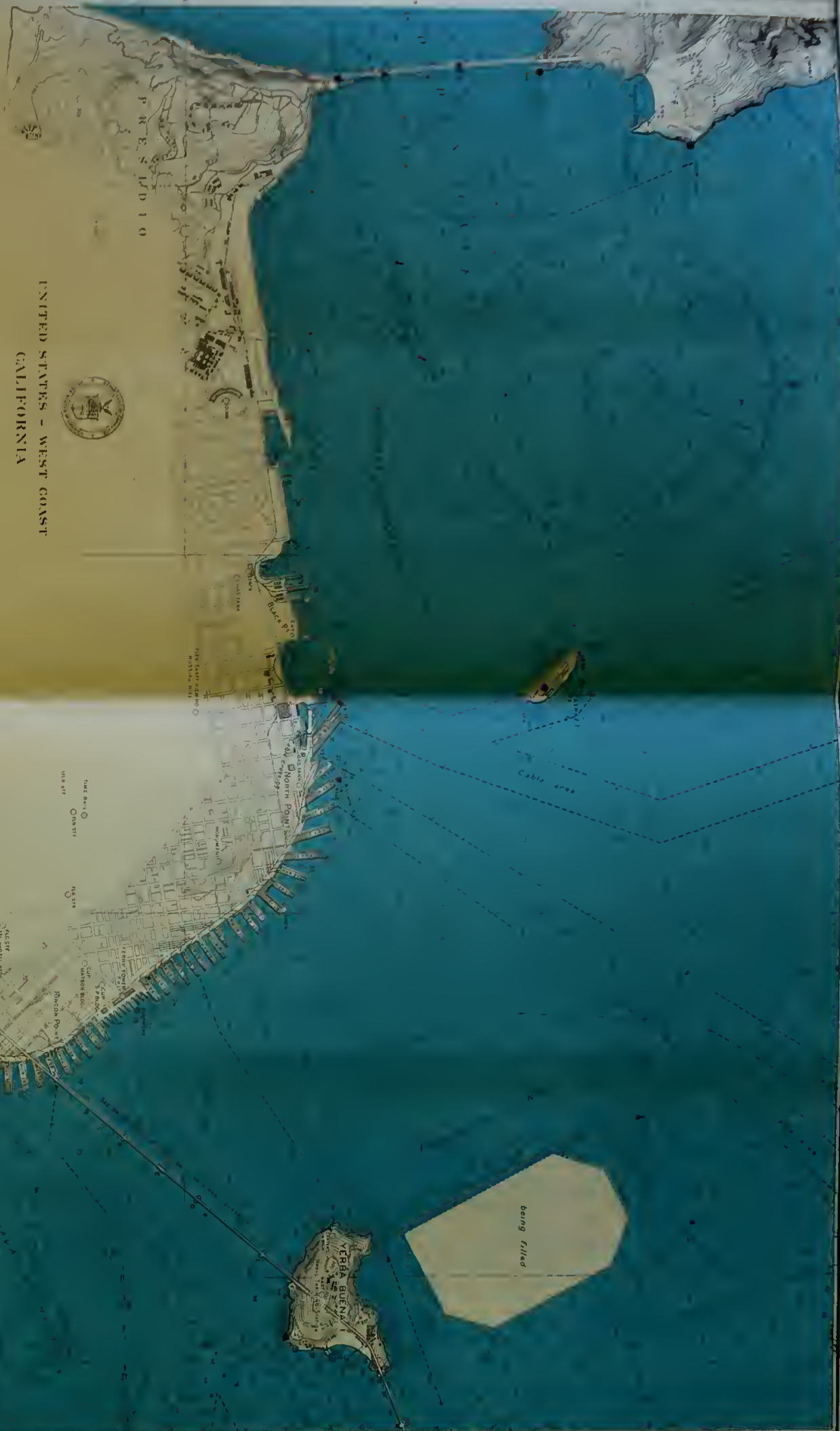
| From— | To.... | Total | Canada | Costa Rica | Guate- mala | Hon- duras | Nica- ragua | Paoama | Salvador | Cuba | Mexico | South America | Europe | Scandi- navia | United Kingdom | China | East Indies | India | Japan | Oceania | Philippine Islands | All other countries |
|----------------------------------|--------|--------|--------|---------------|----------------|---------------|----------------|--------|----------|------|--------|------------------|--------|------------------|-------------------|-------|----------------|-------|-------|---------|-----------------------|------------------------|
| Canada | | 817 | 3 | | 143 | 43 | 10 | 42 | 1 | 2 | | 195 | | | | 1 | 19 | 3 | | 33 | 49 | 273 |
| Central America, Mexico and Cuba | | 2,773 | 27 | 1 | | | 26 | | | | 39 | | 787 | 224 | 1,347 | 43 | | | 72 | 53 | 152 | 2 |
| South America | | 3,600 | 121 | | | | | | | | 2 | | 8 | | 21 | 828 | 497 | 4 | 25 | 1,136 | 791 | 167 |
| Europe | | 384 | 38 | | | | | 2 | 50 | 5 | 66 | 1 | 2 | | | | | | 219 | 1 | | |
| China | | 750 | 4 | 11 | 94 | 10 | 37 | 145 | 1 | 113 | 31 | 169 | 7 | | 7 | 1 | | | 60 | 2 | | 88 |
| East Indies | | 10,515 | 46 | | | | | | | 3 | 8,579 | 270 | 1,612 | | | | 5 | | | | | |
| India | | 112 | 7 | 56 | 11 | | 28 | | | | 6 | | | | | | | | | | | |
| Japan | | 14,161 | 1 | 145 | 491 | 250 | 151 | 121 | 23 | 417 | 1,976 | 898 | | 686 | 7,675 | | | 2 | 598 | | | 230 |
| Oceania | | 4,605 | 70 | 23 | 13 | | | | | 66 | 89 | | 3,906 | | 327 | 8 | | | 21 | | | 82 |
| Philippine Islands | | 3,979 | | 1 | 20 | 1 | | 13 | 3 | 5 | | 314 | 148 | 24 | 3,444 | | | | | 2 | 4 | |
| United Kingdom | | 35 | | | | | | | | | | | | | | | | | | 8 | | 27 |
| Other countries | | 273 | 12 | | | | | | 25 | 1 | | | 11 | | 2 | | | 2 | 156 | | | 84 |
| Totals | | 42,034 | 329 | 237 | 772 | 304 | 252 | 323 | 78 | 636 | 10,789 | 1,851 | 6,969 | 934 | 12,823 | 881 | 521 | 7 | 161 | 2,218 | 1,003 | 946 |

RECAPITULATION

Foreign, Noncontiguous and Intercoastal Tonnage, San Francisco
Customs District, by Commodities, January 1, 1935,
to December 31, 1935

| INBOUND— | | (Does not include Coastwise or Inland Waterway Tonnage) | |
|---|--|---|---------|
| Foreign imports | | | 897,956 |
| Noncontiguous imports | | | 865,747 |
| Intercoastal | | | 975,225 |
| Immediate transportation shipments | | | 51,345 |
| Direct exports and transportation and exportation shipments | | | 42,034 |
| Total inbound | | 2,832,304 | |
| OUTBOUND— | | | |
| Foreign exports | | 2,379,537 | |
| Noncontiguous exports | | 708,892 | |
| Intercoastal | | 1,502,717 | |
| Direct exports and transportation and exportation shipments | | 42,034 | |
| Total outbound | | 4,633,180 | |
| Grand total | | 7,465,484 | |





UNITED STATES - WEST COAST
CALIFORNIA



SAN FRANCISCO BAY
CANDLESTICK POINT TO ANGEL ISLAND

SAN FRANCISCO

